TRANSCONTINENTAL TOUR

EUROPEAN ROAD RACING

SUZUKI'S SUPER 125

AFTER THE LSR

DESERT × 3

SWISS GP

FIFTY CENTS

May 22, 1973
48 PAGES

Cycle News WEST

VOLUME X NUMBER 19

America's Largest Weekly Motorcycle Circulation

Newspaper

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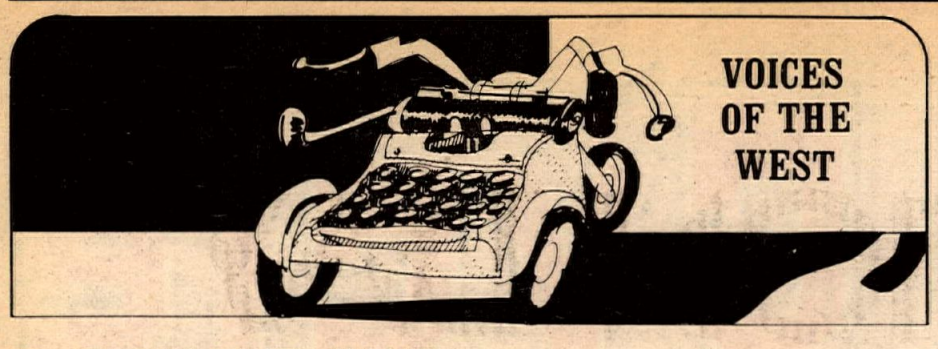

VOICES OF THE WEST

IT SHOULDN'T HAVE HAPPENED

Friday night, May 5, 1973, Ivan Shigemasa, a Junior flat track rider, was killed in the north turn of Ascot Park. It could have been avoided.

Since the opening of Ascot Park under the leadership of J. C. Agajanian, many "advertised" improvements have been made. However, to my way of thinking, it's about time Agajanian and the AMA officials who run the flat track races on Friday nights get together on some very important safety features for the riders. They're long overdue.

First, Shigemasa might not have died had there been hay bales placed close to the walls, such as is the case in most other flat track events throughout the country. Secondly, why weren't the flashing red beacon lights used to stop the race after the crash occurred? The race was allowed to continue while the fallen rider lay underneath his machine. In fact, it was a photographer who finally pulled the bike off the rider. Where was the AMA official in that corner?

Third, it's about time some competent medical people or rescue-trained personnel were on the scene to administer first aid in the form of immediate, and I mean immediate, response. It was at least a full minute or more before anyone got to the rider and even then no oxygen or closed chest heart massage was attempted. It must have been a full 20 minutes before the rider was taken off the track and another five or six minutes were wasted while the ill-tuned ambulance stalled in the pit parking lot.

All these factors add up to this: anyone who attends and enjoys competitive flat track racing, as I have done for a number of years, deserves to see at least a portion of his money go for the protection and safety of the racers.

In the last analysis, it's the riders who are making the bucks for the promoters. Without the riders, you've got no attraction at all.

J. ALSTON
Los Angeles, Calif.

After attending motorcycle races at Ascot last Friday night and seeing Ivan Shigemasa killed, because he crashed into the wall at full speed, I feel there must be something that can be done to prevent or at least lessen the chances of being killed this way.

Last year I attended the Nationals at Ascot and for that race they put bales of hay around the ends of the track so when anyone fell they and their bike would hit the hay before hitting the wall. I don't know if this would have prevented Shigemasa from being killed but if it would lessen just one accident or prevent one person from being killed I think it would be well worth it, no matter what the cost.

As an industrial nurse, I know each time we have an accident everyone is concerned about finding the cause and then some way to prevent the same accident from happening again. There must be someway to prevent this same accident from happening again. I only hope that Ascot Raceway will somehow try to prevent another similar accident.

SHARON SAXTON
Long Beach, Calif.

See Ascot report this week...Ed.

AMERICAN M/C OBITUARY

It is with profound regret that we announce effective May 30th, Yankee Motor Company will be forced to terminate manufacture of its Yankee motorcycle due to irreversible, unfavorable variances in all cost areas.

Arrangements have been concluded with the Ossa motorcycle factory in Spain to carry on production of the Yankee Twin, including a street scrambler version and the 460cc motocross single. Reasonable inventories of the Yankee 500 and related spare parts have been established by us to insure continuity of shipments to our dealers until Ossa can establish production of the Yankee.

JOHN A. TAYLOR
President, Yankee Motor Co.
Schenectady, N.Y.

WHO WON?

I enjoyed your report on the Anglo-American Match races, but I think the question of which country Paul Smart should ride for is debatable. However, I feel that the assumption by the AMA that the Americans, in effect, won the series is erroneous.

Had Paul Smart ridden for America isn't it possible that the British rider replacing him may have done better than Smart?

The important thing is that the competition was both excellent and well balanced and hopefully the beginning of some good series. What an interesting series could be staged here with Riverside, Laguna Seca, Ontario, etc.

ALAN HERBERT
Corona Del Mar, Calif.

We asked Don Woods, who wrote that press release, about it. He said that it was done just as a publicity gimmick to stir up some controversy. It was aimed at the general press rather than the bike press. The only problem that we forsee is the British reaction to it. Winning wasn't too important. The playing was magnificent.

Trippe, Cox, the promoters of the Anglo-American series have some plans for international meetings on this side of the Atlantic. Mexico City is expected to be the site of one race. Trippe-Cox and Kawasaki, who together promote the Laguna Seca National, would like to bring some of the British stars over for it, particularly Williams.

One of the things that made the racing in the Match series so good was the program arrangement with lots of short races close together and run on rider's courses. The AMA could learn something from it. The racing was closer, there were more spectators, and, consequently, everyone made more money...Ed.

HANSEN FAN

After reading some derogatory statements in your paper about Bob Hansen, I would like to express my opinion. He is one of the nicest persons I've ever met. I was treated courteously and with respect.

I am fortunate to run one of his motors on the half-mile at Ascot. I'm just a first year Novice, but when I talked to Bob Hansen he made me feel like I was National Number 1.

After blowing my motor on opening night at Ascot and not receiving any help from Kawasaki, Bob Hansen called from Italy to help sort out problems. I find it hard to believe anything bad about this man. All he's done is help me.

JAMEY BLUNT 61x
Palos Verdes, Calif.

They weren't our remarks; we were quoting. We think Bob Hansen is nifty people...Ed.

CHERRY CREEK HARE 'N' HOUND

May 27th will see the 14th running of the Cherry Creek Hare 'N' Hound Motorcycle Classic.

We need your help in preserving this event for all motorcycle riders to enjoy for years to come. As you are aware, restrictions and legislation make it more difficult to put on an event that uses this amount of ground. The Bureau of Land Management is watching to see this year how much interest is in our land at Cherry Creek.

This year the event will be approximately 90 miles of the toughest terrain in the United States plus miles of Sahara-type sand dunes. The course offers every type of challenge from mountain passes to hi-speed sand washes.

Our event is for all riders from all parts of the country and the entry fees are as small as possible. We need your help to let everyone know quickly that Cherry Creek is alive and well.

LARRY D. CHIDESTER
Salt Lake M.C.

BENDY BARS WARNING

I want to start this letter by saying I'm not sniveling about losing a ten spot. I learned a lesson and lessons cost something.

Everyone knows that MX is just about the hardest test of men and equipment. So anything tagged MX is assumed to be heavy duty. Well it ain't necessarily so.

I purchased a pair of Monarch MX handle bars and I bolted them on the appropriate place. I then proceeded to do some cow trailing. I ran out of rev's on a rather steep up hill and did a fairly easy get off. When I picked the bike up the left side of the bars were bent back and down at a 45 degree angle. I wasn't too upset? I took a precision adjuster (hammer) and got them approximately right again. Twenty minutes later while trying to ride a berm the bike squirted out from underneath me. This time the right side of said bars were at a 20 degree angle, forward. Needless to say I gave up riding for the day. All of my riding speeds were done at 10 to 15 MPH. I would hate to see what would of happened at MX speeds. And I would hate to see some one DNF because their bars were so out shape they couldn't ride.

I called Cycle House where I bought the bars and they told me "sorry about that" but they were not guaranteed. I called Monarch Dist. Co. They also told me sorry about that.

This kind of junk should not be sold to an unsuspecting public. The bars bend like they were made of soft clay.

Monarch may or may not be one of your advertisers but I think you and your readers should know about this company and their shoddy products and attitude.

ROY MARTIN
Orange, Calif.

"MX" doesn't mean heavy duty, some racing handlebars are purposely made too light to withstand dropping. One should not try to straighten bent lightweight bars as they will probably break...Ed.

JOEL, COME HOME!

As you may have noticed, I've placed a private ad in CYCLE NEWS for my lost bear. Unfortunately, the lost bear ads haven't produced any successful results and his whereabouts continue to remain a mystery.

I know the 300 pound beauty is still alive. Just last weekend (Saturday, May 5th) he was spotted by some local folks near Midway, California.

The loss of my bear, who's name is Joel, has caused me financial hardship. The past two years have been spent training Joel to ride a motorcycle. This year I had several promotional appearances scheduled for Joel — shopping centers, supermarkets, fairs, etc. and the dates had to be cancelled.

I wish to appeal to Cycle News West readers to help me organize a bear hunt (no firearms please) that would be planned for the 1st weekend in June. The only remuneration that I can offer at this time is a keg of beer and some interesting motorcycle bear stories.

If you'd like to join me on a non-violent bear hunt, call or write. Thank you for you consideration.

DAVID J. HOUGH
P.O. Box 483
San Leandro, Calif. 94577
(415) 352-6109

MINIS?

I am writing a report on minibikes and I need some information. I would be pleased if you could send me some material on minibikes.

ALAN HALL
Sheridan, Wyo.

We aren't into minis much. Try one of the minibike monthlies...Ed.

DEPT. OF CORRECTIONS

Regarding the TT Scrambles at Bakersfield, Calif. April 22 by AccuReport (whatever that is), anyhow, for 250 Nov. you have in 3rd place Allen Reed on a Bul. First of all, his name is ALAN Reed and he rides an OSSA. I kinda wonder how many others you goof on!

We have a foster home and my husband (Alan) is teaching these kids to ride and maintain their own bikes and he is someone these kids look up to — so please, get things right, so they know it is their Dad's name in the paper. They love to take the magazine to school and show the other children. He may not be the greatest rider, but we think he is.

GEORGIA REED, GEORGEANNA BROWN, DEANE BROWN, GARY DOUGLAS

Santa Barbara, Calif.

PIT SQUID OF THE WEEK

For the past two issues you made a point of showing Fisher and friends doing wheelies in the pits at various events. The captions have leaned more toward humor than the criticism they should receive.

I hope Cycle News' attitude toward pit racers (professional or otherwise) hasn't changed. When will the threats of disqualification for this type of childish action become reality?

STEVE WINGARD
Hermosa Beach, Calif.

In Italy they don't disqualify you. They applaud...Ed.

Cycle News

America's Number 1 weekly motorcycle newspaper. You'll always see it first in Cycle News

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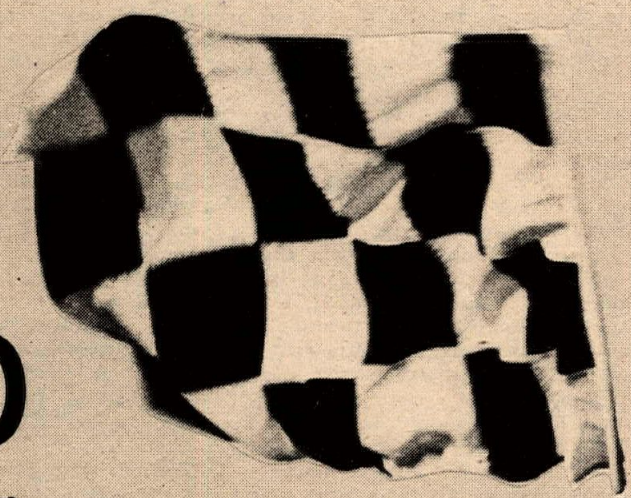
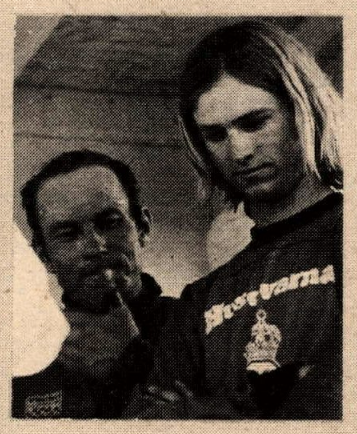
GRADUATION DAY

Mayes and "the Professor" win the MINT 400





One of the first students at Husqvarna's new International Training Center was 19 year old Mitch Mayes and he proved himself a very adept pupil. Teaming with the Coach, Rolf Tibblin, they rode to take a big 1st Place in the 6th Annual Del Webb Desert Rallye (formerly the Mint 400). They completed the physically demanding course in an amazing 8 hrs., 9 min. and .03 sec., and were 12 minutes ahead of the second place finishers when they took the checkered flag. The Mint has been a race of endurance for both men and machinery since its founding in 1968, and Husqvarna has proven the capability of its machinery in winning the race four times—the **last three consecutively.**

In establishing the Husqvarna International Training Center, Coach Tibblin plans to develop riders of equal quality and stamina. With Mitch it looks like he's on the right track.

So on with the cap and gown (helmet and leathers). It's Graduation Day! We can hardly wait to watch Mr. Mayes and his Husky when they do their post graduate work. (His graduate work began the following weekend when we won the Little Bear G.P. at Riverside over 600 entrants.)

Write for your application blank and brochure on the new Husqvarna International Training Center. Students must be over 16 years of age to be eligible for enrollment.

Husqvarna

MOTORCORP WEST, 4935 Mercury, San Diego, CA 92111
MOTORCORP EAST, 1906 Broadway, Lorain, Ohio 44052 MC

the latest poop

by Papa Wealey

THE ISLE OF MAN ISN'T GOING TO MAKE IT. The Isle of Man TT seems doomed to die. This year there won't be one single important rider or world champion competing at the TT. They simply feel that it is too dangerous and unprofitable. The only way to save the TT is to have a shorter, safer course. The present course is over 37 miles long and is lined with stone walls, fences, cliffs, houses, and other un-soft objects. In the past the TT has been considered the world's premier road race.

* * *

The "Superbowl of Motocross" is scheduled for Saturday evening, July 7, in the Los Angeles Memorial Coliseum. This year the course will have a big uphill — into the grandstands.

* * *

American Honda is doing something very secretive in the way of a new bike. Could be their new big (950cc?) road bike.

* * *

Why doesn't somebody take Cal Rayborn, Jarno Saarinen, and maybe a couple of other guys, put them on, say, Norton monocoques and an unfamiliar course and let them loose. I want to know who really is best.

* * *

IMPARTIALITY: When asked by one staffer if he thought that everyone should have at least two Triumph factory road racers in his garage, our Managing editor replied, "I think everyone should have at least seven motorcycles. I don't care what brand they are."

* * *

Latest news on the Evel Knievel big Snake Canyon jump is that there is no date set, yet. Evel tells us that he has just signed the closed circuit TV deal and it is up to the TV people whether it will happen Labor Day or thereabouts. Stay tuned to this newspaper. We should know in about 30 days.

* * *

Your Federal Government has 128-million dollars appropriated and unspent, for outdoor recreation. Golfers, fishermen, hikers and bicyclists have great plans for spending the money, plus another 50-million in the new Federal budget. Motorcycling is entitled to a few of these bucks, but apparently MIC, AMA, etc. are doing nothing about it.

* * *

If you own a Honda Elsinore it would be a dandy idea not to seize it. The reason is that there are no pistons, rings, etc., available for it. Honda is just plain out of them. The problem is compounded by the discovery of the first major problem with the things. Seems that the little pin in the ring groove that holds the ring in place has been backing into the piston and letting the rings get away. Before you think about firing it up again, you'd best get out into the garage and fix it. A small bead on the pin or maybe a little burr should do it.

* * *

Ron Johnson from the Tujunga Rangers' District in Pasadena, called us with some addenda and corrections to Ron Schnieders' comments about the Forest Service in relation to last week's Shamrock's Enduro. He said, "We have nothing but compliments for the Shamrocks. They will always be welcome here." He also pointed out that people weren't flown in from San Francisco, that same district, headquartered in Pasadena, carried out the necessary surveys to permit the race themselves. Other people have done surveys, but not specifically for this event. They did devote a great deal of time to this event. They have set up methods of investigating the effects of this type of event, before, after, and for the future. They may find that bikes aren't as destructive as some have supposed.

* * *

Getting members of the staff of Congressman John Moss, House No Fault Insurance Bill sponsor, to return phone calls to CN is harder than getting an interview with Ronald Reagan, and getting Senator John Tunney's office to answer letters is harder still. Why don't these men want to talk to Cycle News, when Ronald Regan, Alan Cranston, Jess Unruh, Barry Goldwater Jr., and Chet Holifield consented to full interviews? What don't they want the over one million motorcyclists in California to find out about their activities?

* * *

Road racing sidecars have been invited back to Laguna Seca July 29 to perform during the National Championship AMA races again. This time there may be some real European "daisy-cutters" on hand to show the locals how it's done. We'll let you know for sure.

* * *

Motorcycle advertising roared off with the top awards in the recent American Advertising Federation "Best in the West" ad competition. The Wilshire Blvd. gang (Grey Adv.) copped Best Complete Campaign for Honda with Best TV and Radio going to Yamaha by Botsford Ketchum.

* * *

HOW RUMORS GET STARTED DEPT. A reader writes in to report he saw a Coors beer truck in the Desert that belonged to "Sierra Club Distributing Co." and wonders if there is any connection. Nope. Maybe we need an "American Motorcycle Association" Oly distributor.

* * *

The Inter-Galactic Championship Croquet Match was held in Austin, Tx., home of Cycle News Central. MX Cat cartoonist Tony Bell won second prize.

* * *

They've passed a helmet bill in New Mexico which is something to keep in mind if you are going touring this summer. The bill calls for helmets for everyone, not just riders under 16 as was required by previous legislation.

* * *

The DeSoto MX course at Escape Country would be right neat if they would maintain it. It's just too slippery now.

* * *

One of our contributors reports that some strange squid swooped his "Whoop-de-Chews make me horny" sticker. Peeled it right off of the back of his VW, they did. Serves him right for driving a car.

* * *

The big, giant Superbowl of Motocross in the L.A. Coliseum July 7 has invited the Sidehack Association to put on an exhibition of their dirt-burning three-wheel races. Only ten hacks will perform, so the S.A. is holding elimination mxes at the Foothill Hawks motocross May 20 at Arroyo Cycle Park (near San Bernardino, Calif.) and the Dirt Diggers MX June 24.

* * *

DICK MANN, American biking's jack-of-all-trades, broke three ribs while participating in the Trask Mountain ISDT Qualifier.

* * *

MAN BITES DOG, Someone did a reverse Evel and drove a truck over 12 bikes. This happened in Rockport, Washington. Destroyed all 12 bikes. Seems that the truck driver wasn't trying to clear the bikes. He was upset with their owners for some reason.

* * *

Yamaha took all four solo classes in the recent Austrian GP. Kent Andersson (125), Jarno Saarinen (250 and 500), and Janos Drapal were the men in the saddles. The sidecar class was won by Klaus Enders (BMW) after Englishman Jeff Gawley had a long pit stop.

* * *

Malcolm Rathmell was the winner of the SCOTTISH SIX DAYS TRIAL after a hard duel with Mick Andrews right down to the last day. Rathmell won by 10 points. Lane Leavitt was first American in 25th and received a Special First.

* * *

Suzuki seems to be working on a 500cc four cylinder road racer.

* * *

HONDA is trying to hire SAMMY MILLER to develop a trials bike for them. The Japanese are getting into the trial game at full throttle.

* * *

TAKE THIS AIRPORT TO HAVANA. The reason that we don't have complete story and photos from the Portland Motocross Qualifier held last weekend is that some nut was holding someone hostage in the Portland Airport and wouldn't let any planes in or out.

* * *

Speaking of violence, we hear that PHIL READ and JARNO SAARINEN had a fist fight after a recent European Grand Prix. Seems they banged fairings real hard on the track at over 100 MPH and when they returned to the pits, Read started beating on the Finn.

* * *

RACEY WORD OF THE ISSUE: Velocpiedestrianisticalistinarianologist. That's how they do it in California. It means, of course, "Someone with a bike." It should be a good conversation stopper at a party.

* * *

With motocross rapidly becoming the world's most expensive sport, AME, who put on the Saddleback Park races, have done something about it. They announced that there is no longer a membership fee required to race AME motocross. No more mail entries are required, either. They will be awarding trophies to 40% of entries, too. AMC's June 10 event will feature 200% payback to Experts. And there is a number to call for race info, 8 a.m. to 5 p.m. Monday through Friday: (714) 979-9233.

* * *

At Laguna Seca this year, they are going to have professional production road races. The idea is to get spectators involved, which, it is hoped, they will if they see their own bikes on the track. They will run under AMA rules which don't allow any internal modification. The promoters are even trying to get the riders to use high bars for more spectator identification. Real honest-to-goodness *production* racing, the kind that other associations have forgotten about. Far out. More information as the time comes along.

* * *

There are two new race tracks in Orange County both running under CMC sanction. A new motocross course and a speedway track are opening at Orange County International Raceway. On June 7 the first motocross will be held. The speedway will be run on Wednesdays. You can get more info from OCIR at 714/642-8871 or the CMC at 714/557-3323.

* * *

The announcer's name at Amelia Earhart Park (a strange name in itself), where the National motocross was held this past week, is Hoagy Carmichael.

* * *

Yamaha is about to drop a new bike on the market. It should either be the trials bike or a new 125 motocrosser.

* * *

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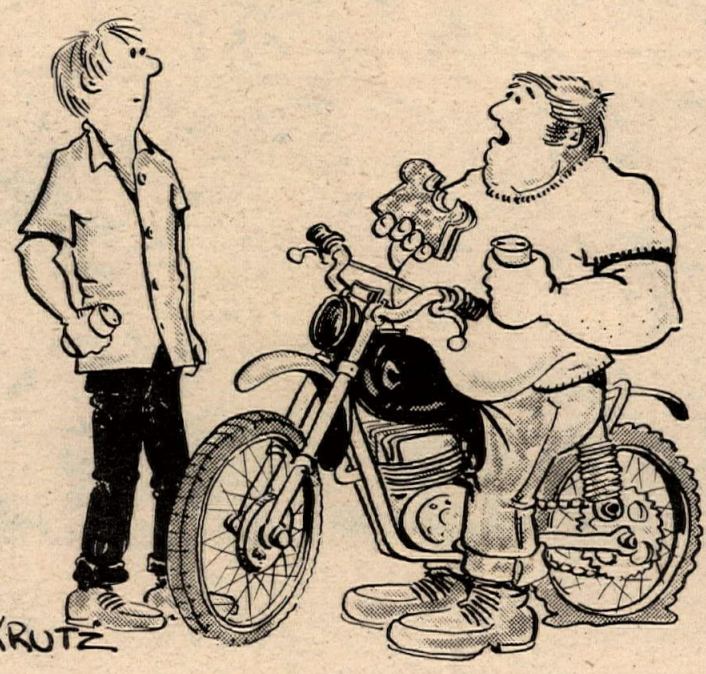
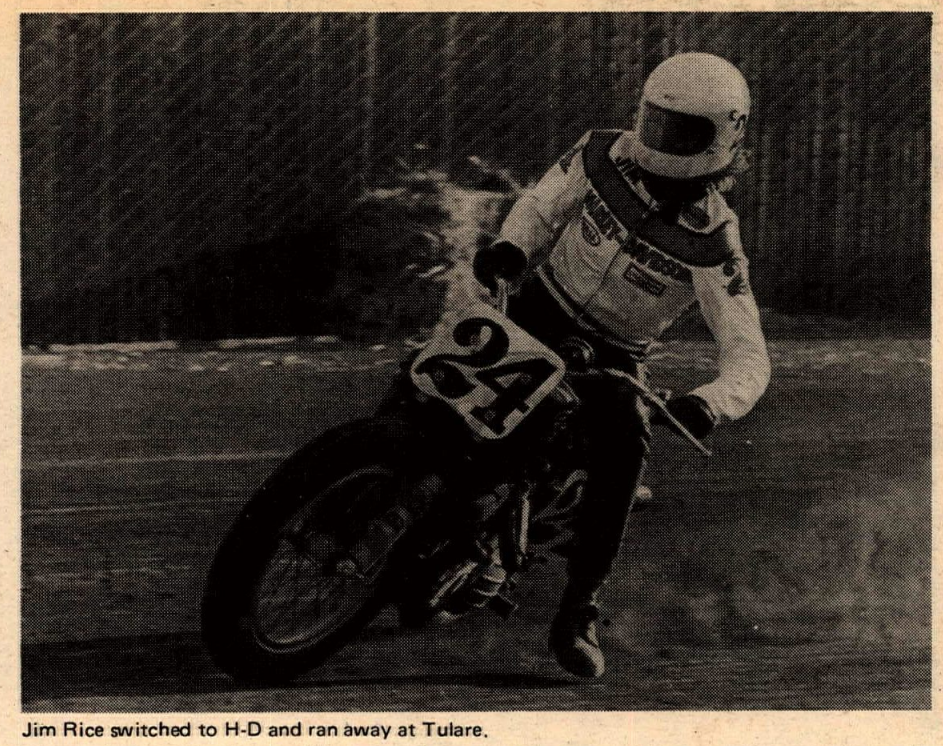


"Lightest cycle in its class already, but I won't be satisfied until I trim every excess ounce off it!"

Jim Rice Quickest at Tulare



Jim Rice switched to H-D and ran away at Tulare.

Photos by Dan Mahony

TULARE, CAL., May 12, 1973 — Jim Rice switched to Harley-Davidson horsepower and ran away with the Main event of tonight's half-mile dirt track program in this Central California farm town.

The famous number 24 led all but the first lap of the 15-lap Main. Billy Field (Yam) came up to challenge Rice, but overslid it, hitting a hay bale, which slowed him way down. Tommy Rockwood seized the advantage to nose his Triumph into second. Lloyd Houchins was fast qualifier and second to Rice in the Trophy Dash. Houchins blew while running sixth in the Main and wound up with last place. Tom Horton (Tri) made the T.D. and nailed down sixth place money in the Main.

Hank Scott (Yam) battled John Gennai (Tri) closely for the first three laps of the Junior final, then pulled away and never looked back. Gennai, racing with a painful pinched nerve in his neck, scored runner-up.

Fast-timing Novice Skip Aksland (Yam) waged wheel-to-wheel combat with Tom Berry (Yam) all ten laps of the green plate final event. They were still side by side at the finish, but Berry had the winning edge.

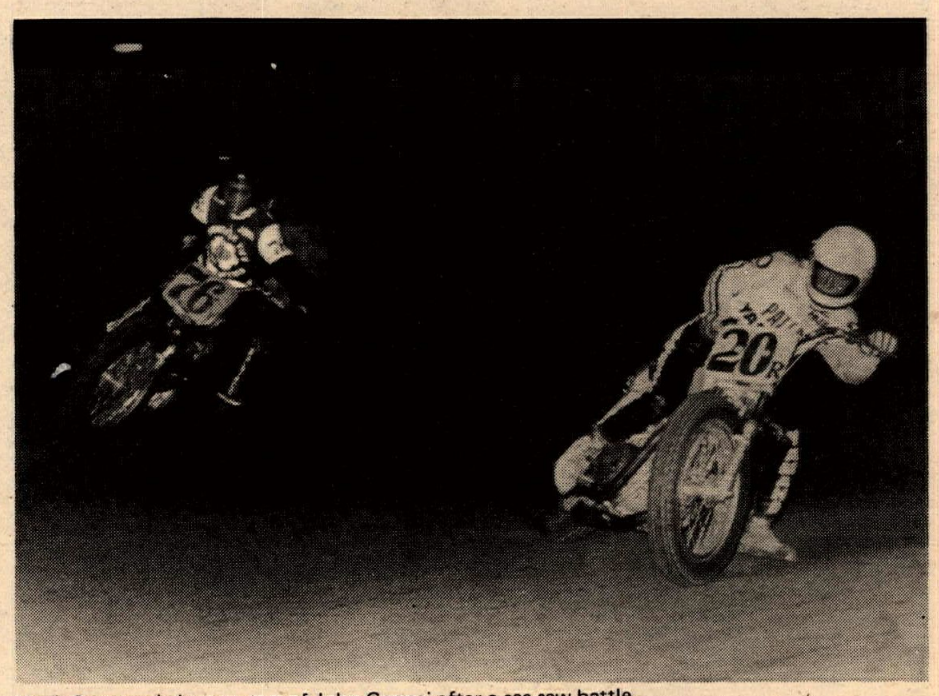
Expert heat race winners were Houchins, Rice and Rockwood. Hank Scott, Matt Falconer and Rob Morrison led the Novices to the flag in preliminaries.

RESULTS (Unofficial)

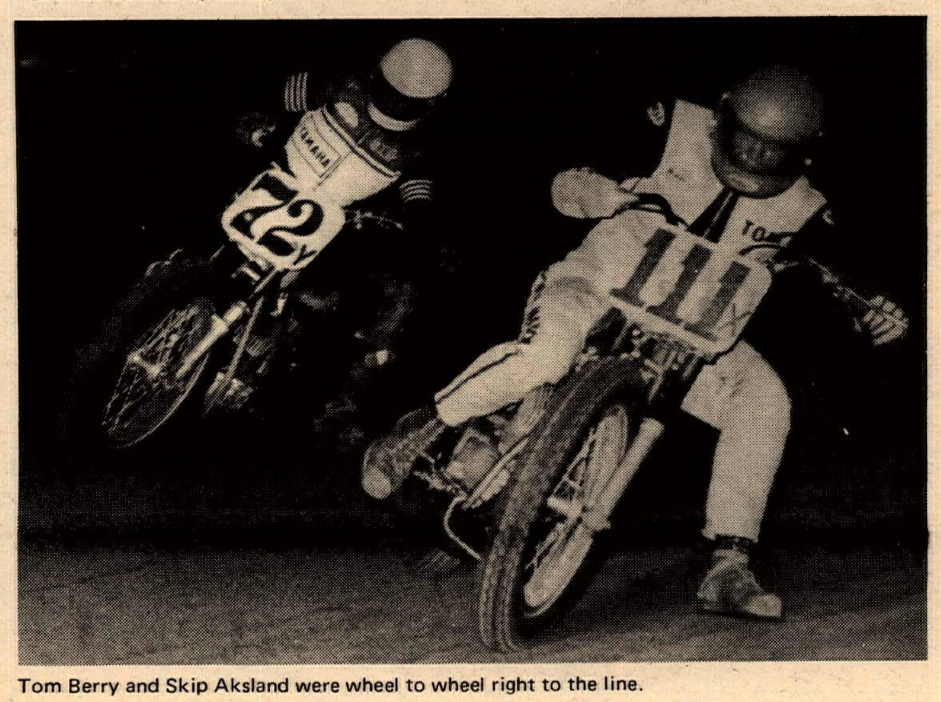
EXPERTS: 1. Jim Rice (H-D). 2. Tom Rockwood (Tri). 3. Billy Field (Yam). 4. Ed Hermann (Tri). 5. Chuck Joyner (Tri). 6. Tom Horton (Tri). 7. Paul Bostrom (Yam). 8. Joe Brown (Yam). 9. Todd Sloan (Tri). 10. Lloyd Houchins (Tri).

JUNIORS: 1. Hank Scott (Yam). 2. John Gennai (Tri). 3. Matt Falconer (Tri). 4. Rob Morrison (Nor). 5. Bob Sanders (Nor).

NOVICES: 1. Tom Berry (Yam). 2. Skip Aksland (Yam). 3. Bill Oliver (Bul).



Hank Scott ended up on top of John Gennai after a see-saw battle.



Tom Berry and Skip Aksland were wheel to wheel right to the line.

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HIALEAH NATIONAL MOTOCROSS

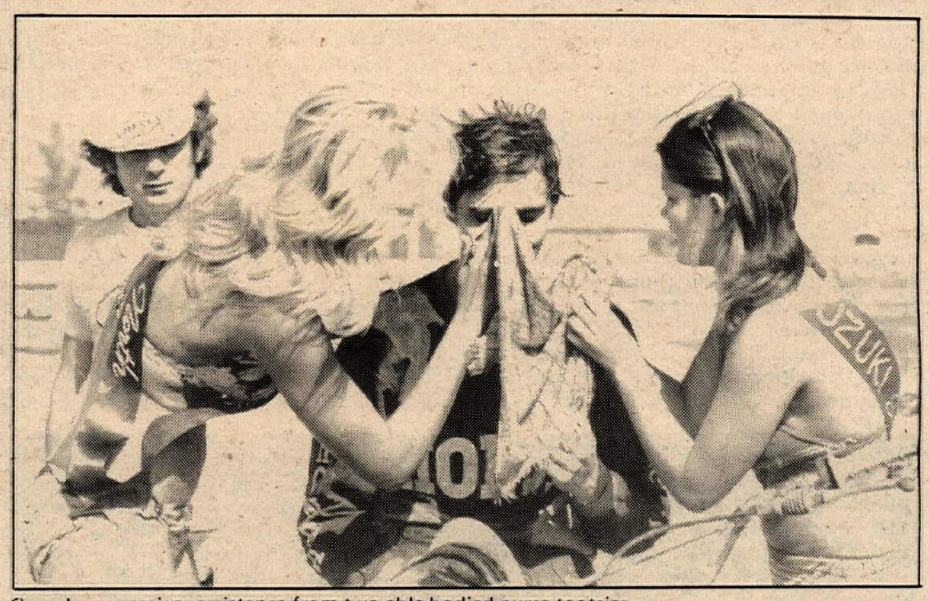
by Jim Gianatsis
Photos by Charles Morey and Gianatsis

HIALEAH, FLA., May 13, 1973 – It was old home week in Hialeah as Pierre Karsmakers continued his winning ways from the Florida Winter-AMA series and captured another first place overall with his Yamaha in the 500 National class. Gary Semics (Hus) was one of the few American riders who could cope with the 90 degree temperature, 30 minute motos and the deep Florida sand to run fast enough to pick up second overall, with Peter Lamppu (Kaw) third.

The 250 National class was a Honda Factory team race as Gary Jones and Marty Tripes battled through all three motos, but the final ten minutes separated those who were in shape from those who weren't. Gary took all three moto wins ahead of Marty, who dropped back to two distant seconds and a third to net second overall. Bob Grossi (Hus) turned in two consistent fourths and a fifth for third overall.

Pierre Karsmakers, master of the sand tracks, flies to victory.

Lucky Pierre. Talented, too.



Gary Jones receives assistance from two able bodied nurse-tootsies.

250 NATIONAL

Jones and Tripes outdistanced the field early in the first 250 moto, but on the third lap Marty unloaded on the back section of the course, recovering in time to get underway again in eighth position. Meanwhile Jimmy Weinert moved his Kawasaki around DeWayne Jones to take over second. Bob Grossi took over second when Jim also unloaded in a turn. Tripes was running WFO and passing everyone in an all out effort to catch up with Jones. Marty got by, but Gary repassed him to take first. Tripes was second, and Weinert recovered to finish third.

The second moto was like part two in the Gary/Marty battle with this time Marty off in first and Gary a little ways behind. Jones survived a crash late in the moto to pass Tripes for the win. Weinert pushed his dead Kawasaki across the line for third.

Moto three and it was again Gary and Marty having a bang up battle over first. It was a pass and repass game for twenty minutes that had the spectators really up on their feet. Rich Thorwaldson was a distance back in third. Weinert had dropped out for a number of laps when his down pipe fell off. Tripes dropped back near the end, and Thorwaldson moved up to challenge Jones but missed a shift and finished a close second. Tripes was third, DeWayne Jones fourth.

500 NATIONAL

A relatively small field of 18 bikes left the starting gate in the first open moto. Karsmakers factory Yamaha had gone only about forty feet down the track and fouled a plug. By the time his mechanic had the plug changed he was a lap and a half behind the entire field. Mike Hartwig, Last week's National winner at Opelousas, was in first followed a good distance back by Gary Semics (Hus), Mike Runyard, looking good on his new Suzuki ride, and Wyman Priddy (Kaw).

Karsmakers was riding like crazy and started working his way back up through the pack to unlap himself. After six laps of running in first position Hartwig pulled into the pits and fell over from heat exhaustion. Semics took the lead, followed by John DeSoto and Peter Lamppu. DeSoto also pulled off the track to stop and rest for about four laps. The first moto finished out with Mike Runyard putting on a surprise charge near the end to take over the lead and the win. Peter Lamppu was second, then Gary Semics and Karsmakers.

The last two motos were totally Pierre's, the Americanized Dutchman who is considered to be the master of sandy tracks. He paced himself using instructions from his pit crew and finished both motos with a ten second margin ahead of the second place man. Finishing positions in the second moto were Mike Runyard second, then Semics, Lamppu and Priddy.

In the final moto it was expected that Runyard would pick up another second place, and his 1-2-2 card would be good for first place. But the prototype Suzuki blew its main crankcase seal on the starting line, and Mike was forced to tour the course very slowly as his bike belched clouds of smoke from the gearbox oil leaking into his engine. Midway through the race the bike stopped smoking when it had burned up all of the oil, and he was able to pick up his pace but he was just too far back to be in contention. Gary Semics took second, Lamppu third and Priddy fourth.

Marty Tripes' lead over Gary Jones didn't last long.

RESULTS:

250: 1. Gary Jones (Hon); 2. Marty Tripes (Hon); 3. Bob Grossi (Hus); 4. Dewayne Jones (Hon); 5. John Joyner (Mon); 6. John Broders (Bul); 7. Joel Nicholson (Hon); 8. James Weinert (Kaw); 9. Timothy Vermillion (Hon); 10. Chris Douthitt (CZ).

OPEN: 1. Pierre Karsmakers (Yam); 2. Gary Semics (Hus); 3. Peter Lamppu (Kaw); 4. Wyman Priddy (Kaw); 5. Michael Runyard (Suz); 6. Steve Stackable (CZ); 7. Mark Blackwell (Hus); 8. Thomas Bragg (Yam); 9. James Janelle (Mai); 10. David Stuart (Mai).

BURR OAK NATIONAL ENDURO

Dr. John Clark of Michigan won the Grand Champion trophy at the Burr Oak National Enduro and Bush Run.

by H. G. Hardy

SHELBY, IND., May 6, 1973 – The Tenth Annual 150 Mile Burr Oak National Enduro had been over for a couple of hours and it was now quite late; many of the 400 riders were filing out of the Izaak Walton Clubgrounds making for home. Those who remained to collect their spoils, if any, had cleansed themselves of northern Indiana's black oil mud and were standing around looking like nothing really happened today. Most were jampacked inside and outside the big tent which sheltered against the late rains the "Big Board," the trophies and the members of the Midwestern National Enduro Association who, if not writing something, were jumping over and/or around the mob of anxious souls trying to find out who did what.

There were small isolated groups discussing the fortunes or misfortunes of the day with one eye on the tent. But there was this one tall rider who stood out like a sore thumb; he was still wearing his black mud covered Barbours, narrow goggles with side shields and cuts. His face was still dirty and his eyes were red. He looked as if he would fall over at any second, but someone had him by the arm. They wanted him close; an hour later he was declared Grand Champion.

Dr. John Clark (Hus) from Midland, Michigan, beat out Terry Maier (Hus) of Gratiot, Wisconsin, first place man in the Open class, and second place Alan Mathwig (Hus) of Bloomington, Minnesota, winner of a silver medal at the Potosi qualifier. Dr. Clark rode 154.8 miles, not counting the six miles back, made 38 righthand turns, 41 lefthand turns, four speed changes, 18 time checks and five observation checks.

There were two wooded sections before the second check and a hell hole section called "The Homestead" which cut the daylights out of the riders. It was little wonder that only ten percent saw the end.

The Penton team was listed but only Tom showed and finished third in the "A" 150 class in front of fourth place man Rich DeGraw (Ric), another silver medalist from Potosi and a third at the Ft. Hood ISDT qualifier. Tom and others appeared to be enjoying themselves riding down the main street of one-pump Rose Lawn, Indiana, at 24 MPH while the speed limit was 35 and up. They/we were very thankful for the patience of the Sunday-Go-To-Meeting folks trying to get from point "A" to point "B" without running over some of the competitors. Tom Penton still had that smile when I saw him in the rough stuff, later in the day. I was somewhat surprised not to see Indiana's finest enduro men, Buck Walsworth and Ted Novicki.

Checkpoint six, where I hung out, had sand dunes on one side and bush on the other side, so thick it could only be termed "crawl space." So it was with some reason that many riders commented afterwards, in effect, that the run was too tough. Chuck and Barbara Harrell of Homewood, Illinois, have been working checkpoints for the Burr Oak Enduro for seven years now; they told me they have seen worse, but one rider came roaring to a stop at checkpoint six, half dazed and screaming, "Doesn't this club know anything else but running through the damn bush?" Chuck watched one of the forty riders to finish this race disappear into the thicket and then he said, "He'll be back next year, too."

RESULTS

HIGH POINT: John Clark (Hus).
A CHAMP. John Young (Oss).
B CHAMP: Chuck Glawe (Yam).
A 0-150cc-CLASS CHAMP: A. Bergquist (Pen). 1. L. Grabel (Dal). 2. W. Davidson (Hon). 3. T. Penton (Pen). 4. R. DeGraw (Ric).
A 151-200cc CLASS CHAMP: J. Bruch (Yam). 1. R. Kussmanl (Pen). 2. L. Tucker (Yam). 3. J. Newlan (Suz).
A 201-300cc CLASS CHAMP: R. Yankus (Yam). 1. D. Lipousky (Hus). 2. R. Gleason (Hus). 3. M. Vanassche (Hus).
B 0-100cc: 1. C. Stewart (Pen). 2. D. Muirhead (Hon). 3. B. Johnson (Pen).
B 101-150cc: 1. R. Mozden (Pen). 2. R. Bradshaw (Hon). 3. R. Harshbarger (Pen).
B 151-200cc: 1. R. VanVliet (Kaw). 2. D. Lingenfelter (Hus). 3. R. France (Pen).
B 201-300cc: 1. G. Sergeant (Hus). 2. B. Stegmann (Hus). 3. K. McMillen.
B 301-OPEN: 1. R.D. Smith (Hus). 2. F. Klipple (Hus). 3. D. Woodward (Hus).
SR CLASS CHAMP: T. Brookhart (Hus). 1. B. Slack; 2. J. Maier; 3. L. Keen.
POWDERPUFF: 1. C. Webb; 2. K. DeGraw.
BUDDY CLASS: 1. R. Thompson & C. Rex; 2. Len & L. Puckett.

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CYCLE NEWS WEST/EAST/DIXIE/CENTRAL

KEETER GETS HIS

It went like this for a while. Aldana (13) led Keeter until Keeter got past when...

GARDENA, CAL., May 11, 1973 — Many of the Ascot regulars run hot and cold from week to week, and this week it was Dewayne Keeter's turn to run on the hot side. The dealer-sponsored Harley-Davidson rider turned up the wick to full tilt and had his best night in a long time.

Keeter is the first Harley rider this year to win the Expert Main event and also clock the fastest time trial. In winning Friday night he now becomes another of the many prime candidates to win the new AMA "Regional" Half-mile event slated for this coming Friday night. It will pay $3,000 to the winners.

Keeter first topped Dave Aldana in the time trials and then came on even stronger to beat out Terry Dorsch and Tom White in the fastest heat of the night. Aldana also won his heat race, running in ahead of Lloyd Houchins and Tom Horton, but not as fast as Keeter's win.

Then Aldana got cooking and turned back Keeter in the Dash to pick up his first three lap decision of the season and become the third straight different rider in three weeks to win the weekly added attraction.

The Expert final, the closest this year, found five riders in contention for the win at one time or another during the fifteen laps. Dorsch led Aldana on the first lap with Keeter running fourth behind Tom White.

Then Aldana took over, and Dorsch and Keeter went at it for second place with Keeter finally moving in on lap six. Keeter then started to close fast on Aldana, but he really didn't have to as the Norton rider went to the pits on lap eight, still holding a narrow lead.

The last half of the race was a see-saw battle with Dorsch getting the lead back on lap eleven, and Keeter finding the front spot on the next round. Then Tom Horton and White came up in the final five laps to make it a four rider duel with Horton nailing Dorsch for second on lap thirteen and going after Keeter.

At the last corner before the checkers Horton drove to the inside and pulled even. Keeter held the rookie to take his first win of the year by a few feet. White passed Dorsch on the last lap to take a closing third place.

It was a long night for the Norton riders. John Hateley, riding Norton for the second week, again had trouble, throwing a chain in the heat race and getting pinned between the front wall and at least five riders before he could pull off the track.

Denny Kanegae pulled a third in the Semi to make the final but slowed way down in the final laps and then fell off on the last turn of the last lap. Triumph rookies, Brian LaPlante and Charlie Thielke tangled in the Semi with both riders going down hard. Both machines flew high in the air and Thielke's bike was about 50% wiped out. Both riders limped off the track.

Hank Scott, younger brother of Gary, came to Ascot for the first time as a big bike Junior rider and as the winner of three Half-miles and a mile in the east and south. (In other words, he's the best Junior in the country, outside of California.)

Hank got the old one-two from Danny Hockie and Rick Hocking. Danny wheeled his BSA to fast Junior time with Hocking second fast on his Champion Yamaha. Scott was fourth fastest behind Triumph mounted Rex Barratt. The first three Juniors for the first time ever were all in the twenty two second bracket. Scott and his Yamaha were right at twenty three flat.

Hockie led Scott all the way to win his heat race and handed Hank his first heat race loss of the year. Hocking had to fight to the finish line to hold off charged up John Sperry. Rex Barratt charged his way to his first heat win in the final warmup.

Hockie blew his engine on the second lap of the final while running third. Hank kept it a close second for the first five laps, but Hocking edged away to win by a wide margin at the finish. Sperry was third with Barratt, fourth. Montana's Scott Erickson ran fifth.

Alabama's rookie Expert, Billy Field, made his first Ascot appearance on a Yamaha but ran far back in the heat race, pulled a fifth in the Semi and was an alternate to the final but nobody pulled out and Field watched from the pits.

Ascot's high point Novice, Tom Berry, finally made it back to first place after running second three weeks in a row. Skip Aksland again won his heat race as did Berry, but Aksland got over-eager on the third lap of the final while running a close second and crashed.

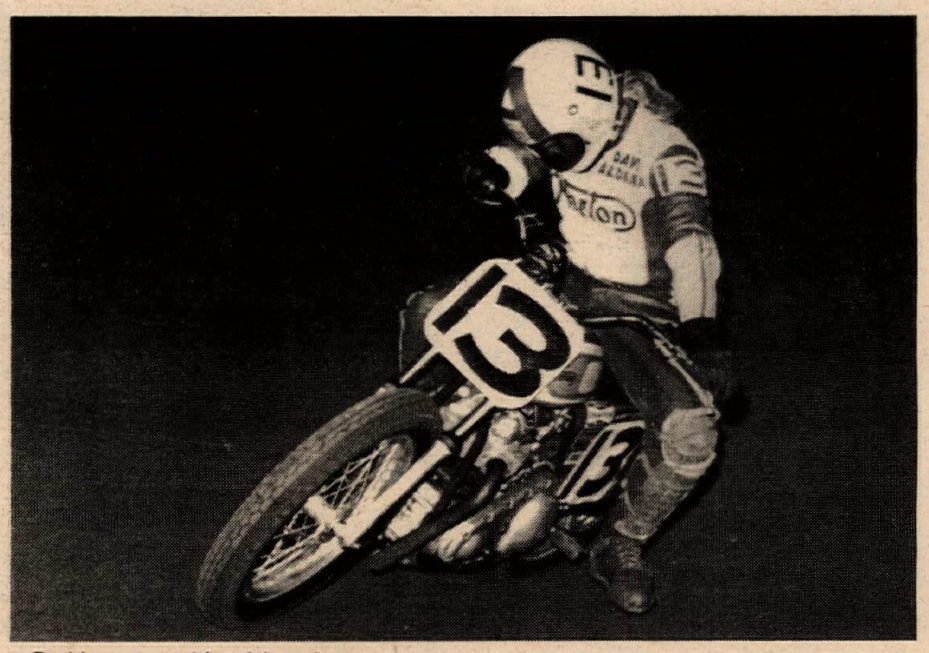
The Novice Main had to be stopped on the first lap of the first start when Bakersfield's Ryan Gifford, the second fastest heat winner, bailed in the first turn. After Aksland crashed in the second go-around Honda mounted Bob Hosford came up in the final two laps to nip Bultaco ace Gary Bevans for second behind the front running Yamaha. Mark Barbani turned in the best ride of the night in the lightweight class when he got into the final as an alternate, started in tenth place and came up to take fourth on his Yamaha. The Novices, as well as the Juniors, will also be competing in the AMA Regional this Friday night.

RESULTS

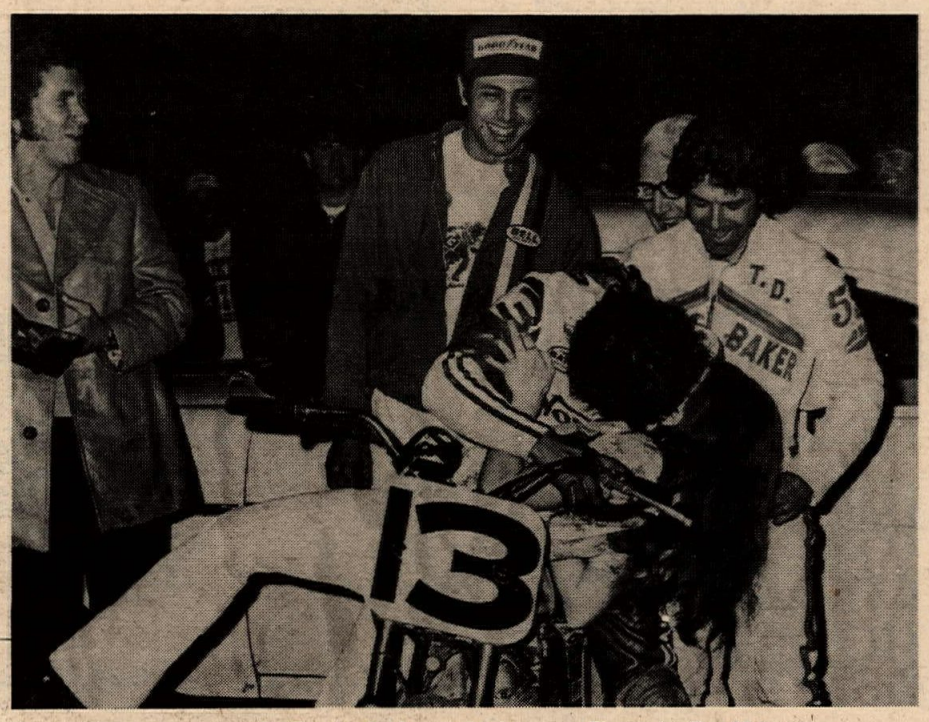
EXPERT FINAL: 1. Dewayne Keeter (H-D). 2. Tom Horton (Tri). 3. Tom White (Tri). 4. Terry Dorsch (Tri). 5. Frank Gillespie (Yam). 6. Lloyd Houchins (Tri). 7. Tom Rockwood (Tri). 8. Larry Gino (Tri). 9. Denny Kanegae (Nor). 10. Dave Aldana (Nor).

JUNIOR FINAL: 1. Rick Hocking (Yam). 2. Hank Scott (Yam). 3. John Sperry (Suz). 4. Rex Barratt (Tri). 5. Scott Erickson (Yam). 6. Bob Sanders (Nor). 7. Earl Myer (Nor). 8. Danny Hockie (BSA).

NOVICE FINAL: 1. Tom Berry (Yam). 2. Bob Hosford (Hon). 3. Gary Bevans (Bul). 4. Marc Barbani (Yam). 5. Randy Miller (Yam). 6. Dennis Briggs (Kaw). 7. Brad Holt (Kaw). 8. Jerry Kole (Yam). 9. Pat Guthrie (Kaw). 10. Skip Aksland (Yam).

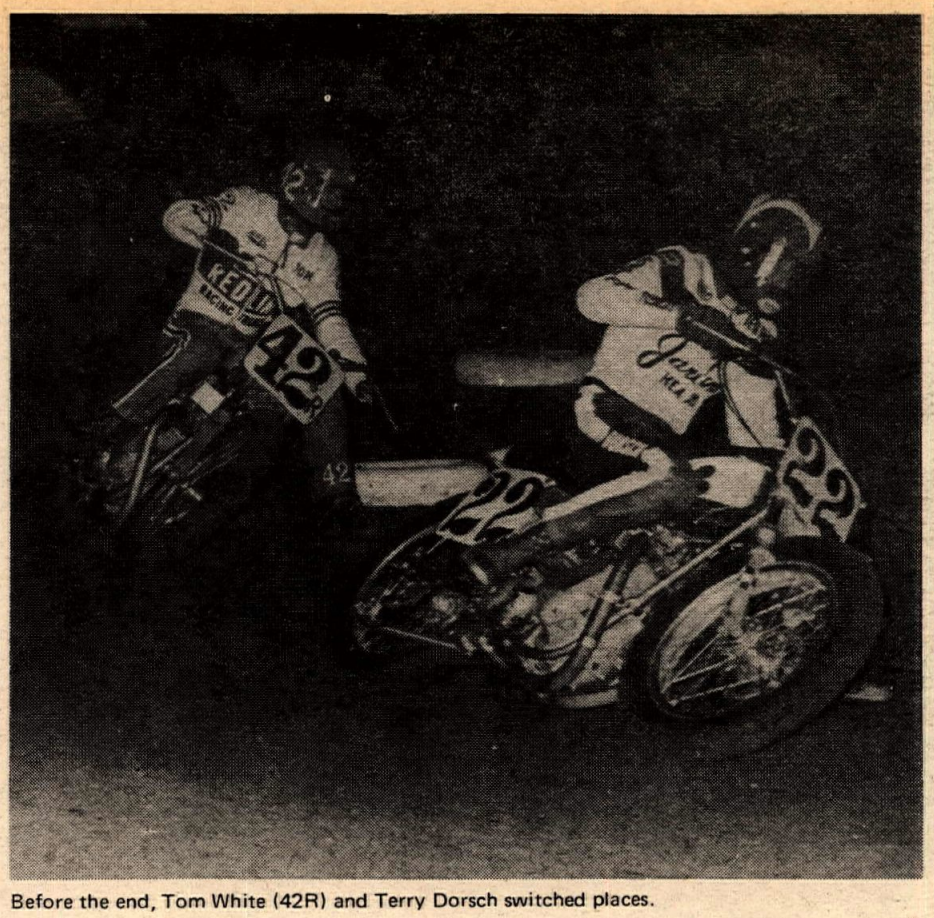


...David came up with a sick engine.



David did manage to take the Trophy Dash and girl, however. Photos by Dan Mahony.

Skip Aksland found that you can't win them all.



Before the end, Tom White (42R) and Terry Dorsch switched places.

Two for John

Lil John is getting right good at this twisty-jumpy stuff.

GARDENA, CAL., May 12, 1973 – The annual National TT race does not come up at Ascot until July 21st but John Hateley and his family tuned Triumph are already marked as the combo to beat in the big one. For the second straight time the second year Expert from Van Nuys gunned his way to first place under the lights in Gardena.

Hateley started slow, not qualifying for the Trophy Dash within the four fastest time trials. He was sixth. Then Junior Rick Hocking led him until the final lap of the heat race before Hateley put it all together and won.

Terry Dorsch and Tom White had a personal two rider duel going most of the evening. Dorsch nipped White in a close battle in the heat race. Then White came back to edge the Ascot TT point leader in the Dash. Hocking fell off and ended up last, behind Junior Dan White, Tom's identical twin brother.

Then Hocking again tried to top the Experts in the final and led the first three laps. Hateley came from third on the first lap to take over the lead on lap four, leaving Hocking, Dorsch and Tom White to sort it out for second place.

The Experts then gave Hocking a taste of what it's going to be like as an Expert next season. White moved into second on the fifth lap, and Dorsch passed the hotshot Junior for third on the ninth lap. Hocking still rode a great race and stayed in there. The end found the first four far ahead of Dan White who finished in fifth spot.

Novices

The new rule change allowing 350 and 360 singles in the Novice class this year is creating some limelight for Kawasaki. John Allison won his heat on one and then got a perfect start in the final to lead all the way and win his first which was also the first for Kawasaki at Ascot.

Bob Hosford came from fifth on his Honda 350 four stroker to work into second by lap three, but it was too late to catch the flying Allison. Jerry Kole and Randy Miller, both on Yamahas, won their heat races but Miller crashed in the final. Kole passed Tom Kopriva on the last lap in the Main for third place.

The next night TT at Ascot will be on Memorial Day night, May 28th. There will be about three more TT's before the July 21st $20,000 plus National event at the Gardena track.

RESULTS

EXPERT/JUNIOR FINAL: 1. John Hateley (Tri). 2. Tom White (Tri). 3. Terry Dorsch (Tri). 4. Rick Hocking (Yam). 5. Dan White (H-D). 6. Frank Gillespie (Yam). 7. Rodger Ring (Tri). 8. Dewayne Keeter (H-D). 9. John Sperry (Tri). 10. Scott Erickson (BSA). 11. Sonny Burres (Tri). 12. Eddie Mulder (Tri).

NOVICE FINAL: 1. John Allison (Kaw). 2. Bob Hosford (Hon). 3. Jerry Kole (Yam). 4. Tom Kopriva (Yam). 5. Earl Roloff (Yam). 6. Kirby Shropshire (Suz). 7. Rick Kraft (Yam). 8. Don Frauenberger (Bul). 9. Jim Steinbach (Yam). 10. Tom Avoian (Oss). 11. Randy Miller (Yam). 12. Brad Holt (Kaw).

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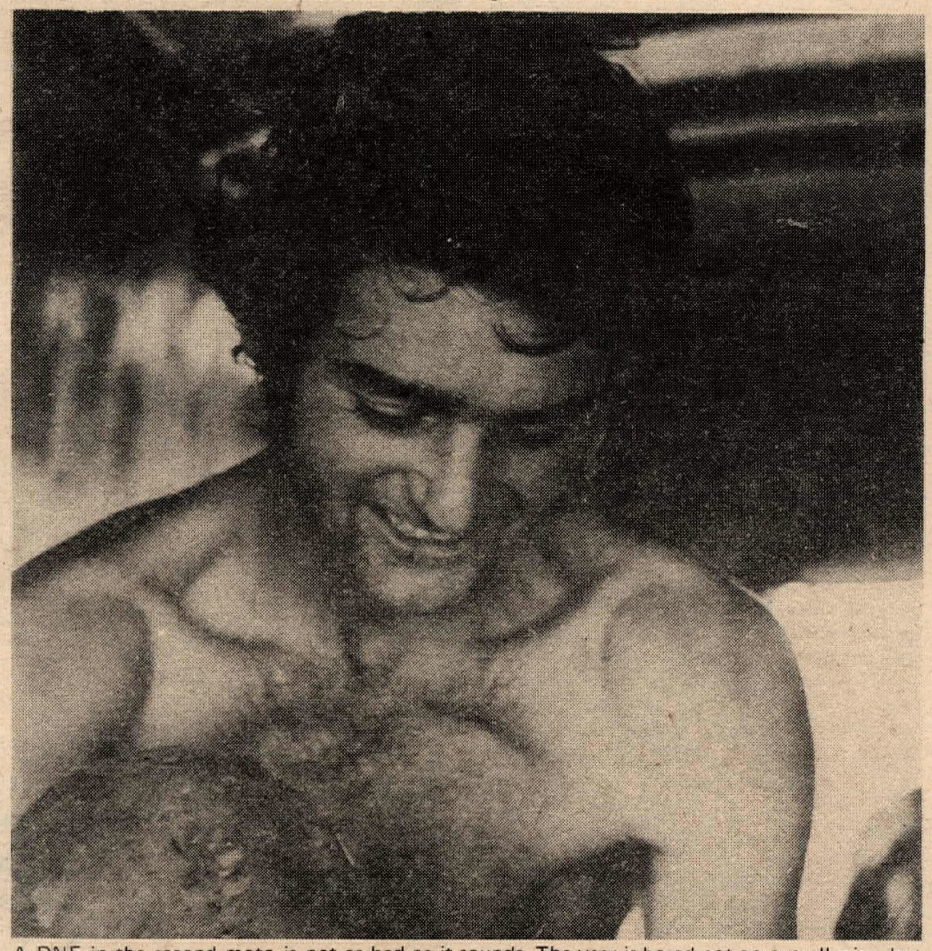
Pomeroy Sixth in Switzerland

Jim Pomeroy took well to the wet Swiss track and got a sixth on his first try.

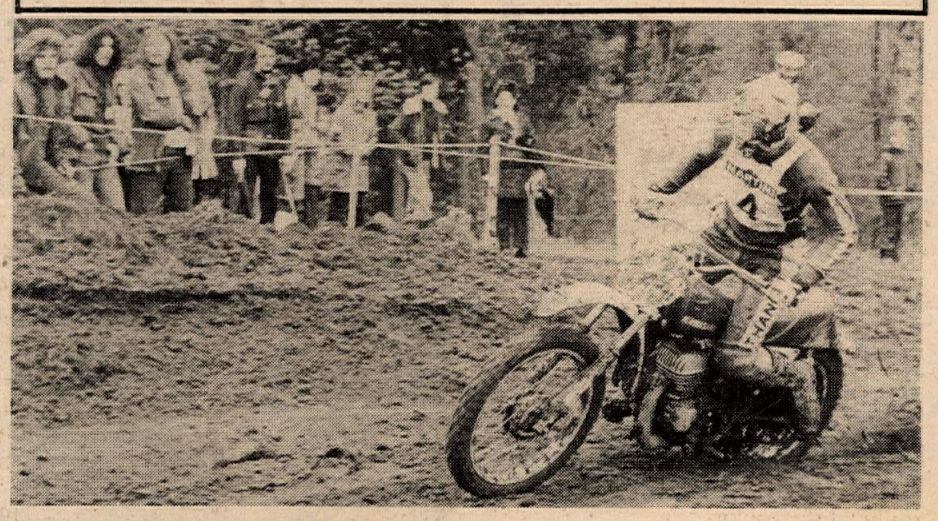


A DNF in the second moto is not as bad as it sounds. The year is based not on overall wins, but individual motos of a limited number.

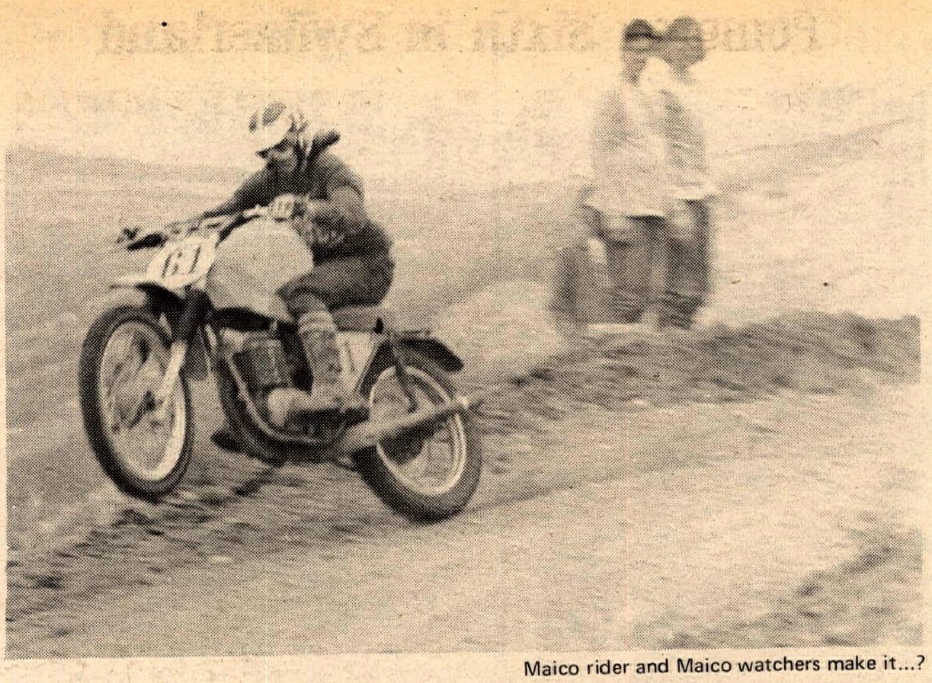
SWISS GRAN PRIX
May 6, 1973

FIRST MOTO	SECOND MOTO
Andersson	Andersson
Weil	Weil
Vehkonen	Mikkola
Falta	Falta
Hansen	Robert
Pomeroy	Royev

Photos by John Huetter



Torlief Hansen is doing some good for the Kawasaki factory.



Maico rider and Maico watchers make it...?

AMC 'crossers had a choice of many fast lines on Saddleback's new improved course Sunday.

SADDLEBACK 5 YEARS LATER

AMC Motocross

IRVINE, CAL., May 13, 1973 — Following our new policy of featuring the small-time local races as time and space allow, Cycle News revisited Saddleback Park, to see what is new with the American Motocross Club and their Sunday MX.

When Saddleback opened some five years ago, it was the first commerical motorcycle playground in the Western Hemisphere. It was also a bike wrecker, a bone-breaker and an ecological disaster area. Over the years, Saddleback has improved itself in every way. Miles and miles of new trails wander off in all directions. And while there may not be enough level ground to pitch a tent on, there are varieties of terrain to satisfy every level of riding from Novice-Beginner to Master-Expert.

Saddleback has really done the number on its motocross track, making it one of the best real motocross courses in the U.S. During last week, hundreds of tons of coarse sand were poured on the circuit and spread around, causing excellent traction, beautiful berms and dust-free racing.

This Sunday was the traditional day when mothers get to do what THEY want for a change. Saddleback let mothers in free. The races were done and trophies handed over by 2:30 p.m. — leaving plenty enough afternoon to treat moms to dinner at nearby Belisle's restaurant and still beat the darkness home.

AMC is one of the better alphabet associations hereabouts. They run their motos like clockwork and pay trophies to 40% of the racers. Recently, AMC stopped requiring membership to be eligible for the races. Now one just signs up and rides, so you can afford to try Saddleback's new course any Sunday and see if you like it. We think you will.

Ray St. Pierre goes very well, didn't trophy, but beat lots of fast dudes.

After photographing the motocross, we rode our pit rat over some of the trails and noted the many kinds of motorcycle recreation taking place in that 600 acres. All over Saddleback were TT races, observed trials, hillclimbs, speedway practice, trail racing, fire roading, dirt drags, gully-jumping — you name it. Everything but road racing (no pavement).

With so many trails available, it is possible to get one all to yourslef and really let the goblins out.

(Results on page 34)

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Murray and Manning

Story and photos by Brent Bailey

We'll begin with a brief background of each man.

Manning

Dennis Manning is 26, married to Melissa Manning, and currently lives in Yorba Linda. Dennis' beginnings with bikes dates back to 1961 when his older brother Jim brought home a Honda 125 road racer. Dennis attended his first race in Stockton, California. Tony Murphy, Buddy Perriot, John McLaughlin, and Ron Grant had it out that day.

Because of his exposure, road racing was the first form of competition Dennis dabbled in. After following his big brother for a while Dennis bought his bike in 1963. After a brief road racing career Dennis discovered drag racing. "I took this girl out one night, and all during the movie she told me how super-neat drag racing was. So in order to get to go out with her again I figured I'd better go to a drag race."

Dennis' first sight of drag racing was at night at Pomona. No bikes, but lots of "smelly, smoky, neato cars." Next week he took the same girl to Lions where there happened to be lots of bikes. This really jazzed Dennis, so he began participating with his trusty little road racer. He soon became bored of slow speeds so he purchased a 305 Honda in 1964.

Dennis' first thought was to go super fast, so the first thing he did was to try to run the bike on nitro. He got the bike to run 12.20's, 119 MPH but destroyed it in the process. His next step was to buy an old MG blower off his brother and bolt it on along with a custom Hilborn fuel injection system. Try to imagine a blown, fuel burning Honda 305!

His first run made with the blower was at Lions. He blew the crank. About this time, Len Wyman was starting a U.S. motorcycle drag racing team to go to England. He had heard of Dennis' unusual bike and invited him to join. Naturally Dennis was more than happy to oblige. This was where he and Boris Murray first met.

After the English trip Dennis began campaigning a blown Honda 450 drag bike that also doubled as a Bonneville machine.

Dennis' first experience at Bonneville was 1967. His bike ran in the 130 MPH bracket on gas. In trying to qualify, the bike broke and that ended Dennis' first trip. That first trip planted the LSR seed in Dennis' brain. The next year he was ready with a complete streamliner powered by Suzuki. But Bonneville was rained out in 1968. Dennis' sponsors then "borrowed" his bike and proceeded to destroy it.

After puttering around Bonneville for a few years Dennis came back in 1970 with Cal Rayborn and Harley. That year Cal set the record at 265.492 that has stood ever since. It took Dennis only 24 runs to obtain the motorcycle land speed record.

Murray

Boris Murray has an equally impressive background. Starting in 1958, Boris began running Triumphs at local dragstrips. He has since built several incredible bikes. The last two have been twin engine Triumphs. Boris currently holds the NHRA time and speed records at 8.87 and 174 MPH. His bikes have become famous for wild smoky passes. Anyone with doubts about Boris' ability to pilot a Bonneville bike might try pulling a wheelie at 170 MPH. Boris has done it several times.

His knowledge of fuel burning Triumph engines is unsurpassed. He has managed to get approximately 150 horsepower out of *each* of his two engines. That's not really so hard. What is hard is that he can make each one do it with a minimum of breakage. That's where his role in the Bonneville bike really counts.

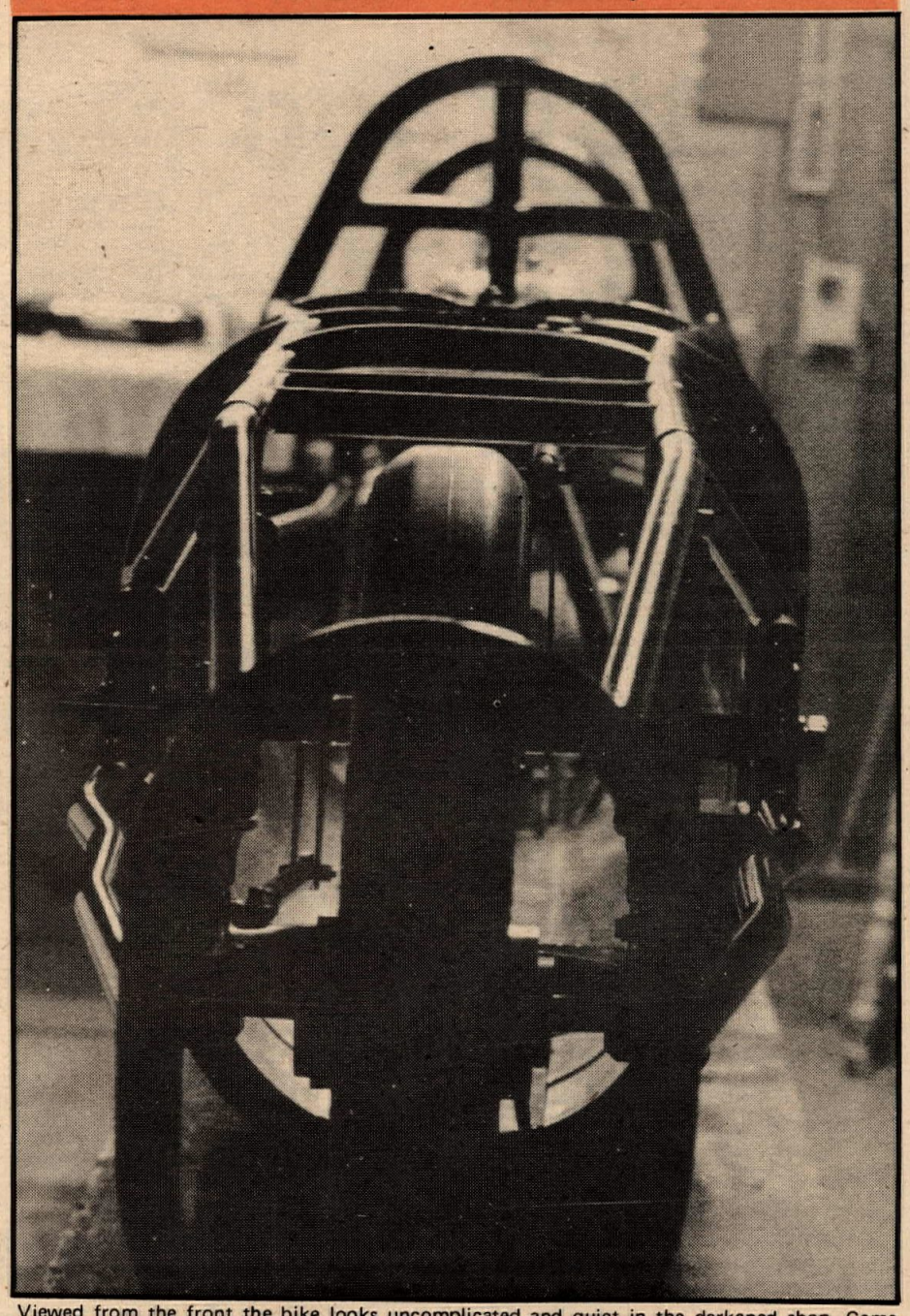
The Bonneville Bike

The Bonneville bike is another model of efficiency. Looking at it sitting in the garage it's not hard to imagine it going 300+ MPH. 300 MPH is their minimum goal. So far, wind tunnel testing alone has cost over $5000.

The frame is of 1018 steel so that if it should break it can be swiftly and easily repaired. Dennis purposely avoided a monocoque chassis because if it is damaged it can't be repaired quickly. The bike's overall length is 15'9", it's 31" tall at its highest point and it weighs only 850 pounds wet with Boris in it. The chassis has gauges located in strategic areas to show if a crack has developed.

Boris left, Dennis right.

Speed Merchants with the LSR for Sale?



Viewed from the front the bike looks uncomplicated and quiet in the darkened shop. Come speedweek it will be pushing 300 MPH.

The engines powering it will be built by Boris (natch) and will be much the same as the ones in his drag bike. They will be bored to 750cc (45ci) using a Bob Chantland bore kit. The cams will be from Norris, utilizing basically just a hot street grind. They'll run about 80% nitro.

The carbs are old Amal TT fuelers, although Boris has been considering fuel injection. Other than that, the engines will be mostly stock. The transmission is a *very* beefed Triumph five speed.

A unique feature is the design of the cockpit. Only five gauges will be used. One temperature and oil pressure for each engine and one tachometer. Instead of the twist grip throttle and handlebar mounted clutch, they will be pedal operated.

One of the bike's more radical feature is that the exhaust system will be used to draw fresh air to the engines. The escaping exhaust gasses create a vacuum, drawing fresh air in. This system can be regulated by Boris according to what the heat gauges say.

Many safety features are also built into the bike. The fuel valve and parachutes are operated by mercury switches which will automatically shut off the fuel and deploy the chutes should Boris have an accident. Several fire bottles located in strategic areas can be operated both manually and automatically.

Through the wind tunnel they have learned that it takes only about 100 horsepower to push the bike 300 MPH. That's how aerodynamically perfect it is. They have also incorporated many adjustments into the bike. The shock rates are adjustable, the front caster is adjustable, the steering ratio is adjustable and the entire front end can be extended or retracted as desired. Like Dennis said "we have learned to adapt".

Building and operating a Bonneville bike is not cheap. "To be done right, with at least two back-up motors, a good trailer, and the use of private time, the cost can easily be up to $80,000." Private time means you rent the track for a day to test out the bike. It costs $2,000 for the first day and $1,000 a day thereafter.

With such expense in mind it's easy to understand that these guys need some reliable major sponsors. Dennis has received several offers from potential sponsors, but they've only been interested in sponsoring the bike after it's broken the record. Boris' drag bike is also included in the deal. This way the sponsors product won't be displayed on only one bike for one small part of the year; it'll be displayed on both bikes and Boris' bike will be seen in several different areas.

Boris and Dennis are puzzled as to why no one would want to sponsor two people with a reputation as good as theirs. "American public is speed oriented. Why does a 14 year old kid go wandering around on a showroom floor looking for the speedometer that reads the fastest? Why do we have highway speed laws? Why do people buy family cars that are capable of going 120 plus MPH? Why does the airline pilot always announce his speed and all the people go 'ah'?"

Dennis uses the title, "speed merchants". They are two professional racers turned salesman trying to offer a large package of good advertising for a low price to the business minded public. When their bikes blow the present record into the next country this summer there's going to be some mighty unhappy people who would have wished they'd decided to take advantage of this opportunity.

Dennis is perfectly honest about the motorcycles capabilities. "We're not going to say as some of our competitors have that our bike will go 500 MPH. If you greased our competitors' motorcycles and dropped them out of an airplane with a down draft they wouldn't go 500 MPH." Do you sense a touch of sarcasm?

With the combined skill, experience, and knowledge of these two pros there's just no way (short of an adverse act of God) that they won't bump the LRS this year.

I for one am going to be there to see it.

SPEEDWAY
the Week That Was

Story & Photos by Dennis Green

Three nights in a row of the same conversation about a poorly written story on Speedway can not be over looked.

An ex-employee of "Motorcycle Weekly" and new staff member of one of the largest monthly magazines has been led down the garden path.

He wrote the heart rendering story of a virgin Speedway rider who would never put a rider down, or for that matter, never even say a bad word to anyone. This fantasy would have us believe that the National Champ is the most abused motorcycle rider that ever came out for a night's competition.

The first two pages of this boring tripe are so sad that you may use up a whole box of Kleen-X. It makes you wonder why the author didn't go to one or two of the people mentioned to see why our National Champ said the things he supposedly did.

I attended every Speedway race in the 1972 season and did not see or hear about 50% of the "Junk" that was put into the story. For the most part it is just one side of the story and is so far from what really went on.

At all three tracks this past week all that was talked about was that article, and because this is a family paper, I won't use the words that came from the other guys that ride Class A.

I won't even mention about the people who want to cut off his fingers one at a time and shove them, or about the large group that is looking for an attorney to represent them in legal action against the publisher (so the rumor goes).

This misinformed writer is one of the nicest people in the motorcycle industry and a fine writer, as he has proven in so many articles that have run in every major cycle book. It is beyond me what was on his mind when this story was put together. One of the heavies in the story is the host or promoter at Bakersfield.

Let's take our first look at what was a hell of a good week of Speedway Class A racing. The first six of seven races were pretty routine, just good clean racing. Then came a drastic change, a game of tag, "Look out, here I come."

Ken Cartee was in turn two – nothing wrong with that except he wasn't moving down the track. He was in a power stall, and Don Cullum was right there to give him a running push. But someone forgot to tell him you don't do it with your head. He stalled and now it was Danny Becker's turn to be the Good Samaritan. Dan and Don went end over ene, Don on his head and Dan on his end. No one was injured and both came out for the restart.

The white tornado (Mark Cherry) made it two in a row with his win in the Handicap Main. Mark was out to make it three the next night at Irwindale but was beat at the line by Mike Bast.

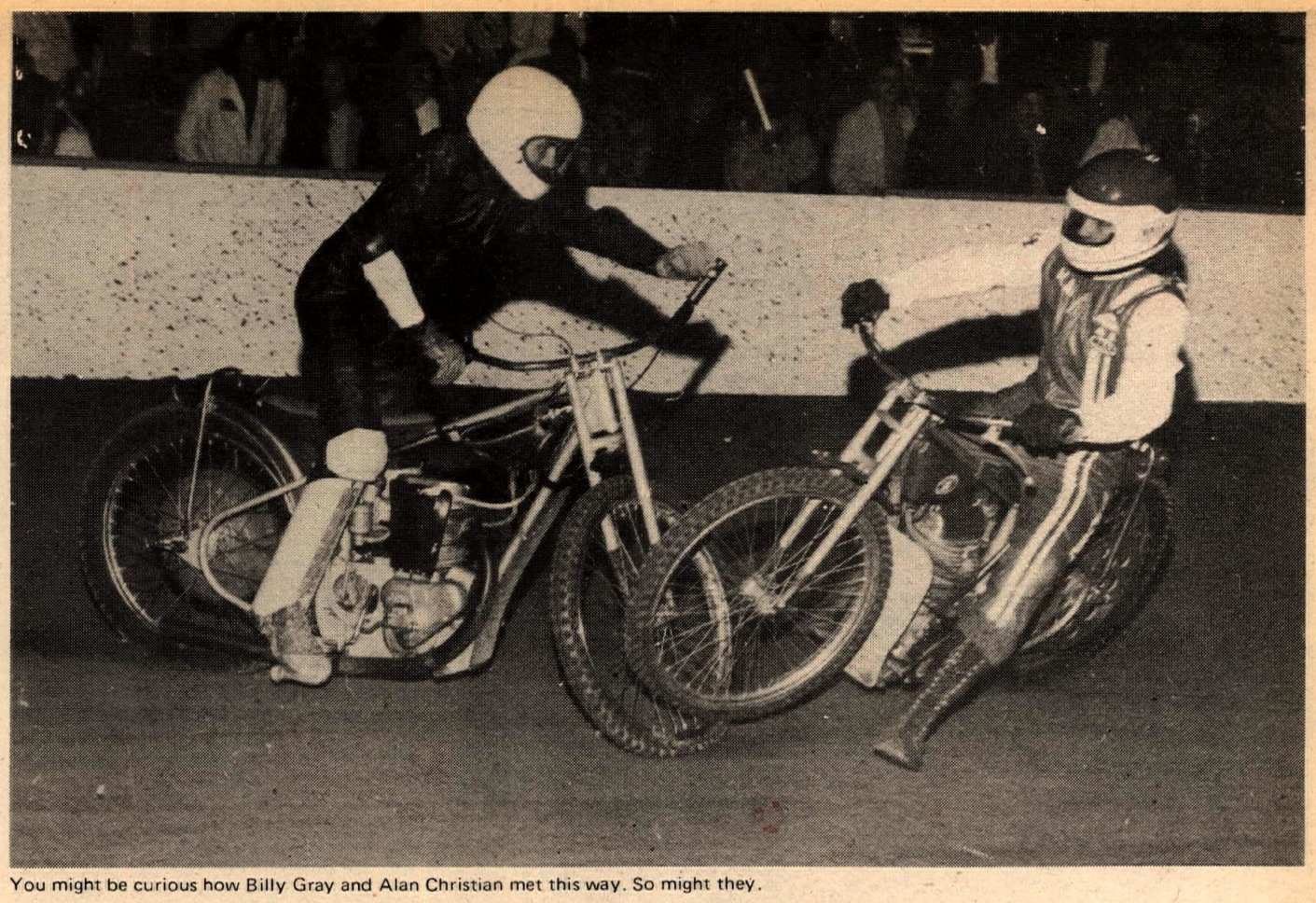
It was two in a row for Division Two rider, Ralph Castor. He won at Bakersfield in one of the most confusing events of the year. There was a restart of an earlier Second Division event because so many guys got off, and the restart was just as funny. Everyone fell at least once, got up, and got back into the race. Some had been lapped, and others were laping other riders who did not get up fast. At the end of this event, I think it was the end – the referee had it one way, the announcer called it another way, and the score keeper yet another, but as in baseball, the referee won out.

Danny Becker started his string of two Main event wins at Bakersfield in Scratch Racing with a good ride against Mike Bast.

Going on to the next night at Irwindale, Danny did it again in the Scratch Main, and this is something you got to see to believe. Becker rides to the far outside of the turns, so far out that he makes contact with the walls and puts them to good use (here it comes). Yes, he is getting drive off the wall. You can see where he has spun the wheel on the wall.

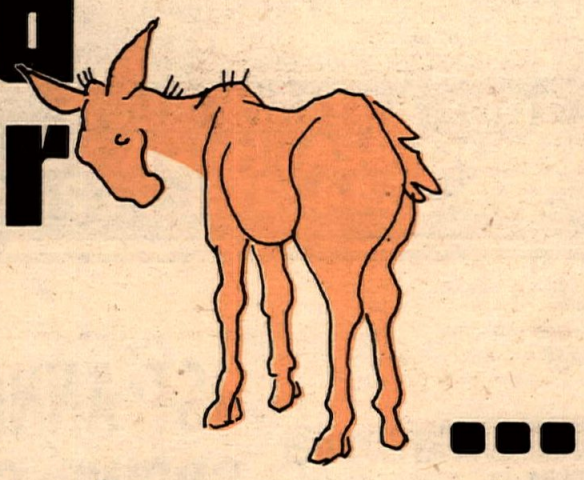
Danny Becker's far out riding style was topped by none other than team Mexican, Dave Aldana. Sorry there is no picture, but he was not around long enough for me to get one.

In the first lap, as he went on to the back straight, he swooped by everyone, doing a wheelie as he went. But the throttle locked and he jumped off. The bike picked up speed and went through



You might be curious how Billy Gray and Alan Christian met this way. So might they.

We've busted our



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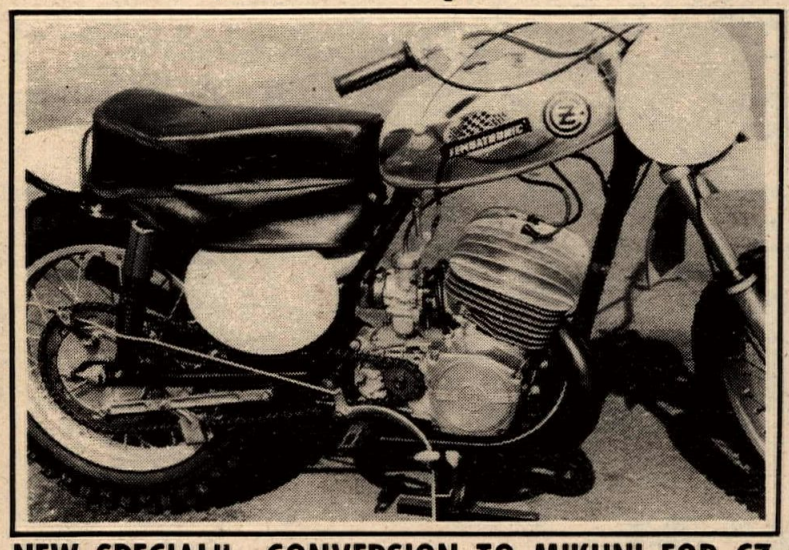

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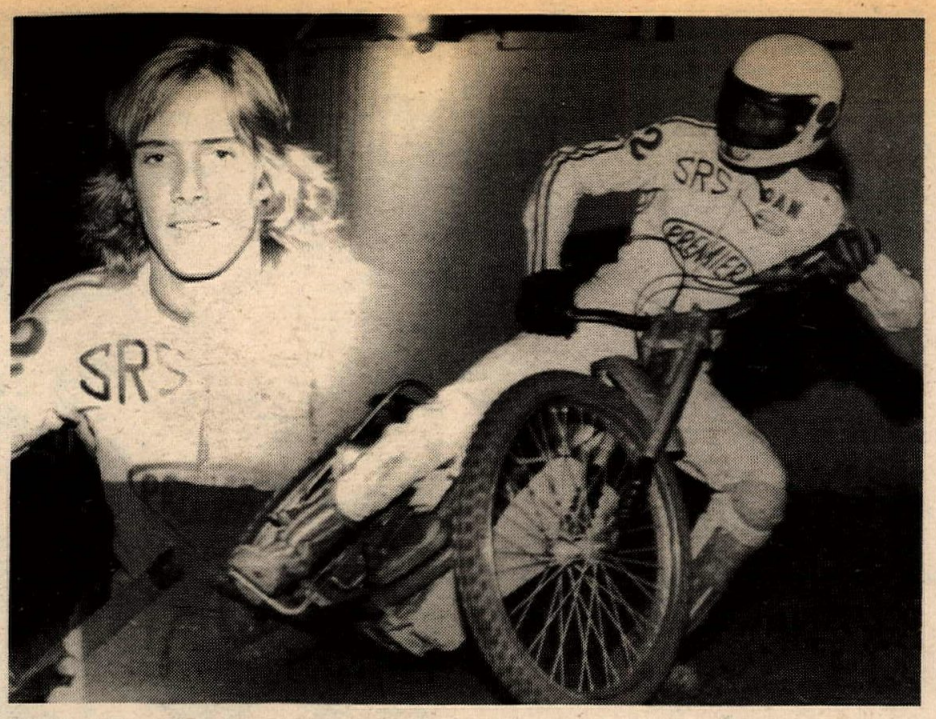

Danny Becker's wild outside style makes him a favorite of the fans.

the crash wall right under the legs of the fans in the jam packed grandstands. The wall was reduced to so much firewood and the bike to one large paper weight. Dave walked away waving. "Well, here I am race fans."

The Bast Boys will have an old friend joining them way back there on the 40 yard line in handicap racing. As I have been reporting to you, as the points add up, riders will be moved around to make for better events. Danny Becker went to Ed Meister, the Irwindale promoter, and asked him to see if he had earned enough points to be moved back. The answer was yes. It may seem a little strange to you that a rider would want to make it harder for himself, but there is one good reason for going back in yardage, the money. There is a bonus paid if you win from the longer yardage marker.

Rounding out this week, let's take a quick look at Costa Mesa.

I think it could snow and the fans would still fill this place to overflowing. It was cold and wet at race time and got worse as the night went on, but no one seemed to notice because all their attention was on the track for a great speeding show. Great is the understatement of the week. When things happen, like television star Billy Gray winning the Handicap Main by a few feet, (And I do mean feet, he had to help his bike across the finish line when the engine went sour) or when Ron Stewart blew a rear tire and it came off the rim, only to get lodged under the seat and fender stopping him very abruptly, or when the Second Division Event that was restarted three times in order to get half the riders to make just one lap, or when the rider did a 180 degree in turn two to meet the rest of the pack head one, or the finish line crash of Steve Gresham who was nailed by a ricocheting rider off the wall, and on and on for 23 events of spills and thrillls, excitement is the theme.

This is what Speedway is all about three nights a week, with a fourth night to get underway on the 29th of this month at Ventura.

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Secret ACA Road Race at Carlsbad

Photos by John Stein and Bill Metzlaar

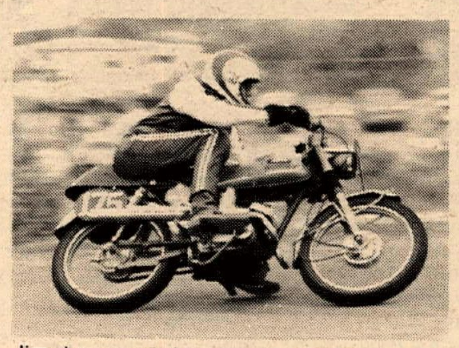
CARLSBAD, CAL., May 13, 1973 – They called it a "secret road race." That was how the ACA explained the exceedingly light turnout here today. Very few riders and races found very little competition. Lee Fleming (Hon) and Jim Berry (Yam) took the overall wins in the heavyweight production and GP classes respectively. Ken Gill (Suz) and Bob Hartley (Yam) were the lightweight winners.

Hopefully, the ACA will get is act together for the Willow Springs race on the 27th. In the meantime, there is an AFM race at Riverside on the 20th.

RESULTS:

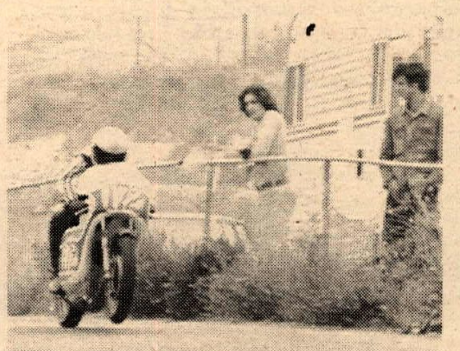
125cc JR GP: 1. Mike Baeder (Yam). 2. Jim Lester (Yam).
125cc SR GP: 1. James McWorthy (Bri).
250 JR: 1. Bob Hartley (Yam). 2. Dan Barney (Yam). 3. Ken Gill (Suz).
SR: 1. Whitney Blakeslee (Suz). 2. Dennis Jones (Oss).
350cc JR GP: 1. Mike Femister (Yam).
350cc SR GP: 1. Jim Berry (Yam).
500cc JR GP: 1. Greg Carin (Kaw).
500cc SR GP: 1. Art Friedman (Kaw).
OPEN JR GP: 1. Martin Virasteck (Kaw). 2. Walt Silva (Suz).
PRODUCTION CLASSES
100cc: 1. James McWorthy (Bri).
125cc: 1. Jim Lester (Yam).
250cc: 1. Ken Gill (Suz). 2. HDennis Jones (Oss). 3. Harry Klinzmann (Kaw). 4. Walt Silva (Suz). j350cc: 1. Richard Barron (Kaw). 2. Mike Fenister (Yam).
500cc: 1. Art Friedman (Kaw). 2. Greg Cavin (Kaw).
OPEN: 1. Lee Fleming (Hon). 2. George Roche (Kaw). 3. Martin Virosteck (Kaw).

Lee Fleming was Open Production winner.



Jim Lester on his way to 125 Production honors.

Richard Barron just leads Mike Femister as they sit up and brake for turn one. They finished the 350 production race one-two in this order.



Bob Harley, a Junior, was lightweight GP winner.

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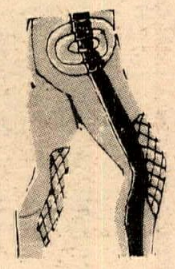

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Larry Berquist got back up in the overalls with a sixth on his Bul.

by Alice Rhea

FREMONT VALLEY, CAL., May 13, 1973 — Riding his father's stock 125 DKW, Tom Brooks took first overll in the desert again today at the Red Dots M.C. Hare Scrambles. At the starting bomb, Tom was already in the lead followed by Tom Smith (Yam) and Jeff Wright (Puc). Young Wright, with a pin holding his leg together, put on his number plate (37c this year) in order to "trail-ride" this race and see if he could get back in shape. After winning first overall the past season on his 175 Puch, Jeff broke his leg last June at Saddleback Park, and is still recovering. Jeff made a terrific run to the bomb, although he tired quickly, and was still in the top ten when his ignition went out just beyond check two.

Mitch Mayes was running fifth or sixth at the marker, racing with "Smoke Bomb" Gaetz (Hus) and Jim Fishback (CZ). But shortly after the bomb Mitch jetted into second place behind Brooks and stayed on his stinger for the rest of the race.

Several top riders declared that this was the worst race they had ever ridden, but asked me not to quote them. Well, the course was well marked, and that is about all anyone could say good about it. Everything was fine for the front

One way to get your picture in is to get close. Right A.C.?

An interesting variation on 'the cross-up.'

Experts and Novices Mix It Up In the Desert

runners until right after coming through the pits. The Red Dots, in an effort to keep the Experts from running over the Novices in this Hare Scrambles, delayed the Novice start half an hour. Perhaps the heat had addled their oysters, as delaying the start meant that the Novices were still very close to the pits when the Experts and Amateurs came through.

Mitch Mayes said they "started running into the Novices" right after the pits. And he meant literally running into them.

The course made a huge circle around the pits and for some reason, the club cut five miles off the course on the second loop, bringing the Amateurs and Experts even closer to the Novices. The course cut back in on the first loop at a 90 degree angle and there were still droves of Novices at that point. Tom Smith knocked down three of them. Tom Brooks was rammed by a Novice and knocked down. Mayes was bowled over and landed under his bike, with his and the Novice's bike all on top of him. Every one of the top riders collided with at least one Novice.

Red Dots also ran the race across the access road between the pits/camp area and the highway. There was no way they could have gotten an ambulance out without stopping the race. Hope that no other clubs ever do that. It is very dangerous, being almost impossible to stop the stampeding herd once they get going. Luckily, even with all the Novice-bumping, the ambulance did not have to make a trip during the race.

Then there were two bottlenecks on the course. One was a canyon with traffic directors allowing one bike through at a time, and one was a pushup hill with worn-out Novices all over it. These new desert riders were so helpless that they were unable to get up and push their bikes out of the way to let the Experts by. More than a few were knocked down as Experts and Amateurs tried to zig-zag around them at a speed which would allow them to ride the hill Nobody made it without pushing.

Red Dots members at the finish line made matters worse. One actually pushed a stalled bike and rider right into a lady who was listening to Larry Bergquist tell her about the Novice who knocked him down.

Red Dots probably are not going to love this write-up, but all the racers I interviewed were so angry that there may not even be a Red Dots race next year.

One spectator commented that the only reason there wasn't a riot at the finish line was because all the riders were too tired to fight.

RESULTS:

OVERALL: 1. Tom Brooks (DKW); 2. Mitch Mayes (Hus); 3. Tom Smith (Yam); 4. Floyd Burke, Jr. (CZ); 5. Jerry Kindsvogel (Yam); 6. Larry Bergquist (Bul); 7. Mark Adent (DKW); 8. Cordis Brooks (DKW); 9. Doug Winchell (Bul); 10. Steve Kirk (Yam); 11. Jeff Kirk (Yam); 12. A.C. Bakken (Hus).

FIRST AM: Randy Fleming (Yam).

TRAILBIKES: 1. Cordis Brooks (DKW); 2. Bruce Ogilvie (Baj); 3. Mike Cartledge (Hod).

NOV: 1. Gary Johnson (Suz); 2. Allan Knebel (Yam).

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RESULTS:
125 A: 1. Pat Pipes (Mnk) 18; 2. Ken Marecal (Hon) 19; 3. Harold Noell (Pen).
125 B: 1. Clark Frentzen (Hod) 10; 2. Ken Sierra (Yam) 14; 3. Alfred Haner (DKW).
125 C: 1. Larry Bays (Hon) 8; 2. Jonathan Ellis (DKW) 14.
250 A: 1. John Troutt (Pen) 6; 2. Vern Weldy (Hus) 14; 3. Bob Jenkins (18); 4. Dick Harvey (Bul).
250 B: 1. Fred Bellman (Pen) 12; 2. Troy Kelso (Yam) 16; 3. Richard Christian (Yam) 16.
250 C: 1. Steve Lenhiem (Pen) 12; 2. Doug Hirsch (Yam) 31; 3. Fred Thomas (Suz) 48.
OPEN A: 1. George Hendricks (Yam) 11; Alan Bygdnes (Mai) 14; 3. John Noor (Yam) 14.
OPEN B: 1. John Krause (BSA) 20; 2. Jack Harkness (Hus) 24; 3. Gordon Robertson (Mai) 25; 4. William Frederic (Hus) 31.
OPEN C: 1. Ron Cobb (Hus) 13; 2. Bob Rogers (Yam) 31; 3. Gary Griffiths (Yam) 51.
POWDER PUFF: 1. Jackie Steele (Suz) 94; 2. Ann Smith (Oss) 120.
FIRST OVERALL: John Troutt (Pen 175) 6.

by Ron Schneiders
Photos by Ellen Schneiders

GEORGETOWN, CAL., May 12, 1973 – The difficulty rating on this enduro was "moderate" according to CERA North. It began with an easy 12 MPH run up a road and through the woods to the 5-mile check where most of us had about six minutes to wait. "Looks more like a slow timekeeper's run to me," I thought. For the rest of the section, which featured good-sized logs to jump every 50 yards or so, I just plodded along watching the tenths pop up on my speedo every 30 seconds, but when I got to where I knew the check had to be, it wasn't there. I was so sure it had to be there that I stopped and looked for it, and then blundered into it a minute late a couple hundred yards further on. Idiot!

By the time I had reset the speedo and started again I was three minutes down on the 24 MPH schedule and the vacation was over. For almost 20 miles, mostly over fireroad with occasional bits of trail thrown in, I tried to make up those three minutes, but all I did was lose more! "Surely there's got to be some straight road- along here somewhere," I thought. Just give me four miles where I could bounce that Bul up to about 70 MPH and I'd have it made. But we got to the end of the section and into another 12 MPH bit and I was still behind.

Old railroad grade with lots of the ties still in place, overgrown with something that had stickers, with the newest offering. Trees had grown up on it, second growth stuff that pulled at your handlebars and threatened to tailspin you right into the ground. There was three miles of that and all I could make up was a minute. CERA calls that the "Lever Binder" section.

Back to the fireroad, only with more trail mixed in and occasionally some real slippery mud. We came to one mud hole and there's a guy buried about halfway up to his gas tank. I should have stopped to help him because he sure showed me the line not to take. That mud was sooo slippery that 200 yards after I got onto dry dirt I was still doing giant sideways brodies. Rule: Never go up to one of those northern enduros with worn out knobbies.

There's a sign in the trail: "These rocks brought to you courtesy of CERA South." Good deal. Us southern boys are good at rocks. But they lied. CERA South has never found any rocks like those. It was like somebody broke up a couple of building foundations and dropped the chun ks of concrete down a 45 degree slope. Naturally we had to go up.

Back to 12 MPH and another sign: "Watch for Trains." This is a nicer railroad grade than the other one (meaning I can go faster) and there's a bit less brush. Only there are a few very big logs to be negotiated somehow. I try to go around the end of one, between it and a small tree, but an inconsiderate branch knocks me down. How do you get a motorcycle off of you when you're lying on your stomach?

There was a ten minute stop for gas. I had the best run of my life. I had worked hard, was good and tired and ready for my finishing pin, a cold beer and a nap. But according to the schedule we had 60 miles to go. CERA apologized for the longish loop and told us to carry some gas if we couldn't make 60 miles. "Well," I thought, "if the loop is 60 miles long, it can't be very difficult because nobody can carry enough gas to make 60 miles if it's all first and second gear, right?" Wrong.

There was no check in or out of the gas stop, so I might have suspected something fishy. Sure enough, about 3 miles out here's a check and me running early for the first time all day. It was a problem that I wasn't going to have to worry about anymore. The schedule went to 18 MPH and then to 24, always staying right on the thin edge of the speed I might have been able to do if I had been fresh. But I was bushed, and consequently I started falling behind.

We came to a sign that said "Cliff's Hill." Sounded like a ski run. Cliff's Hill wasn't bad, just long. At the top there was another sign "Horrendous Downhill." Nope, not even very bad. Maybe if CERA South can't teach their northern cousins anything about rocks, they can show them something about downhills. Midway down this downhill, there's a little log maybe four inches in diameter. The guy in front of me is sliding downhill with everything locked up. Ever see what happens when you hit a log going downhill with the front

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Sweepstakes winner John Troutt goes over a log, ducks a branch and stays on time.

If number 48 is on time, those guys in back are in trouble!

wheel locked? The bike stopped and literally tossed the guy about 60 feet through the air. I thought he'd been killed. I rode down to him and he was just picking himself up. He stood looking up at the bike and shaking his head, saying very softly, "Wow!"

Paul's Hill was next and it was a lot harder, mainly because you had to start from almost a dead stop to get up and as always there were bikes in the way on the only logical path up. It took me ten minutes (that I surely couldn't afford) to get up that one.

After that there were only some more CERA South rocks, a couple more lengths of railroad track, a lot more mud, some more logs, about three creeks to cross, and just to make sure we had enough, we finished up on the railroad ties again. The end of the run was actually about three miles from camp and between the last check and the camp I ran out of gas. Even my extra canteen full hadn't been enough. A fellow on a Husky gave me a bit and then a fellow on a Honda gave me a bit more and I limped on in. What a run! I was so tired my bones were rubber. Moderately difficult, huh? If they ever throw a tough one, they can just plan on burying me at the finish.

This spring season has seen a bunch of fine Enduros, more than I would ever have believed possible, let alone probable. But for me this one was tops. Beautiful riding in the red dirt forest, more than 60 percent trails, every kind of challenge imaginable except a sandwash, and set right at the edge of a good rider's ability.

The only complaint I heard voiced on the whole run – and it was a legitimate one – concerned the marking. There was plenty of it and it was always possible to find your way, but it was the most difficult marking to follow that I have ever seen. Sometimes even when you knew there was a turn and you had stopped for it, you couldn't find it. Somehow, the guy who did the marking just didn't know where to put his arrows and ribbon. Luckily he was thorough, if not very skillful, so you couldn't really get lost, just frustrated.

One of the reasons that the CERA North is able to put on such fine runs is that they have very good relations with the U.S. Forest Service. Three of the local rangers are bike riders and quite competent enduro riders. Minute 17 this year was the Forest Service minute, with three rangers and one of the ranger's sons riding. An on-duty ranger got a lot of kidding when he checked their spark arresters, but they got checked the same as everyone else. With such first-hand experience, they are able to work with the club to layout good, challenging trail that at the same time is unlikely to be damaged. In this 105-mile event there was extremely little damage in spite of its really rugged nature. The club is going to have to block a couple of trails to let them grow over a bit and make a few water bars. That will be all the repair needed. Incidentally, those rangers know the forest like most of us know our living rooms and they're in about the same physical shape as your average Olympic runner. They're going to be some tough competition in a couple of years!

Many of the top Northern riders are up at the ISDT qualifier this week, including both of the Jenkins boys and Jim Sparkes, but a very enthusiastic John Troutt stayed down here just to make sure nobody got away with first place. He turned in the top score of minus 6 on a 175 Penton. Results as available immediately after the enduro are listed below, but there is quite a lot of checking yet to be done. One rider, John Noor, zeroed the entire run except for one check which he blasted into 7 minutes hot! Fine run, except...Political activist in the motorcycle cause, Alan Bygdnes, tied with Noor (both lost 14 points) and between them they'll take second and third A-Heavyweight. There were 141 finishers out of 330 starters.

CERA North is really taking its enduro role seriously and is giving the District AMA clubs there a mark to shoot for. They now have an interesting newsletter coming out on an almost regular basis and they've sponsored member Jim Jenkins in the ISDT qualifiers. They've set a new high in press relations too, even to the extent of furnishing a guide to good picture-taking spots and a number for this reporter, who didn't know he was going up there until the night before. That's really appreciated, almost as much as a good enduro.

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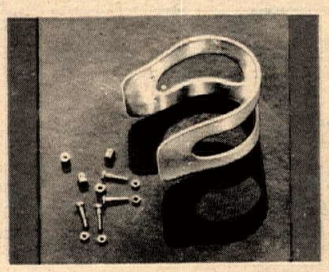

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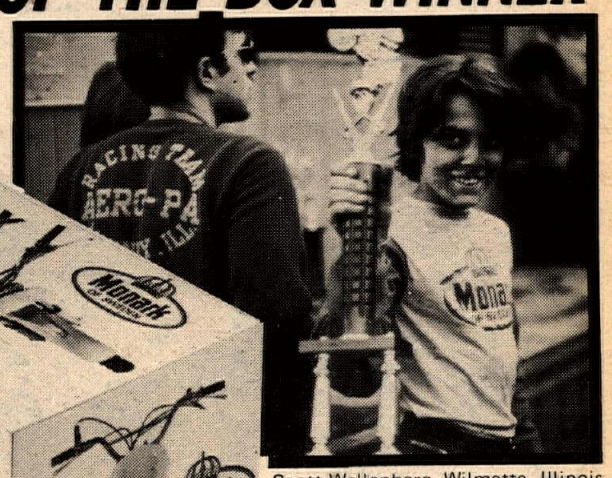

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Rolf Tibblin shows the way at the Flume as he nears home and first place.

RESULTS:

OPEN: 1. Rolf Tibblin (Hus); 2. Mick Quade (Hus); 3. J. Halford (Yam); 4. B. Thornburg (Hus); 5. Paul Valente (Hus).
250 NOV: 1. Darryl Tussing (Hon); 2. Dave Miller (Hus); 3. John Koslik (Suz); 4. Clark Also (Suz); 5. Paul Edwards (Yam).
125 NOV: 1. John Fox (DKW); 2. Roger Brown (Pen); 3. Don Stevens (Puc); 4. Charlie Fife (DKW); 5. Dan Smith (Pen).
OPEN BEG: 1. Dennis O'Brian (MA); 2. Wayne Forward (Hus); 3. Grover Ward (CZ); 4. George Tonnel (Yam); 5. Jim Boyer (Hus).
POWDER PUFF: 1. Barb Keeme (CZ); 2. Lori Matassa (Hus).
250 BEG: 1. Tom Cooper (Hon); 2. Richard Masters (Yam); 3. Lewis Lyons (Hus); 4. Evan Wallen (Kaw); 5. Jim Guice (Hus).
125 BEG: 1. Mark Wasson (Suz); 2. Kevin Muskun (Yam); 3. Keith Marsh (Yam); 4. Andy Evans (Hon).
OVER 40: 1. Bob Edwards (Yam); 2. Don Mueller (Suz); 3. J. Liddle (Yam).

by Ed & Ed LaPlante

PHOENIX, ARIZ., Apr. 29, 1973 – In the Hieroglyphic Mountains 30 miles Northwest of Phoenix, the "Gold Rush 75" Hare 'n' Hound was held. This was the first H 'n' H in the area. There is much interest in cross-country, point-to-point races.

Weather turned out to be typical Arizona all the way, however this was one race that started on time, only a half hour late.

The start was the usual run to the smoke about a mile distant, but there the similarity ended. At the smoke marker, the trail narrowed from mile-wide to mere yards wide as the course made a tight left turn onto a new power line road. For many the power line was a welcome sight, with visions of graded road all the way. This was soon shattered with a tight, off-camber right turn that led into a wash (river bed). The trail followed a cow path of sorts, up river through assorted cacti, trees and bushes over mostly loose sand, scattered with boulders. Any vision of a candy run were now ended.

At 3 miles out, a 250 Novice, Darryll Tussing led the pack, followed by Jon Miller, Jim Halford, Randy Carnea, Rolf Tibblin and Mick Quade. After the front runners passed, the rest seemed to come in packs accompanied by clouds of dust and much confusion as some tried to fall back more or less in line. Farther up, the wash led through the only water that they would see all day.

Up to now the trail was yards wide, but soon it dropped to bike-widths in good wash sand and gravel. After about three miles of extra-narrow wash, they came upon checkpoint No. 1 followed in another three miles by check point No. 2.

From check 2 the trail picked up an old jeep trail that I would not like to try in an old Jeep.

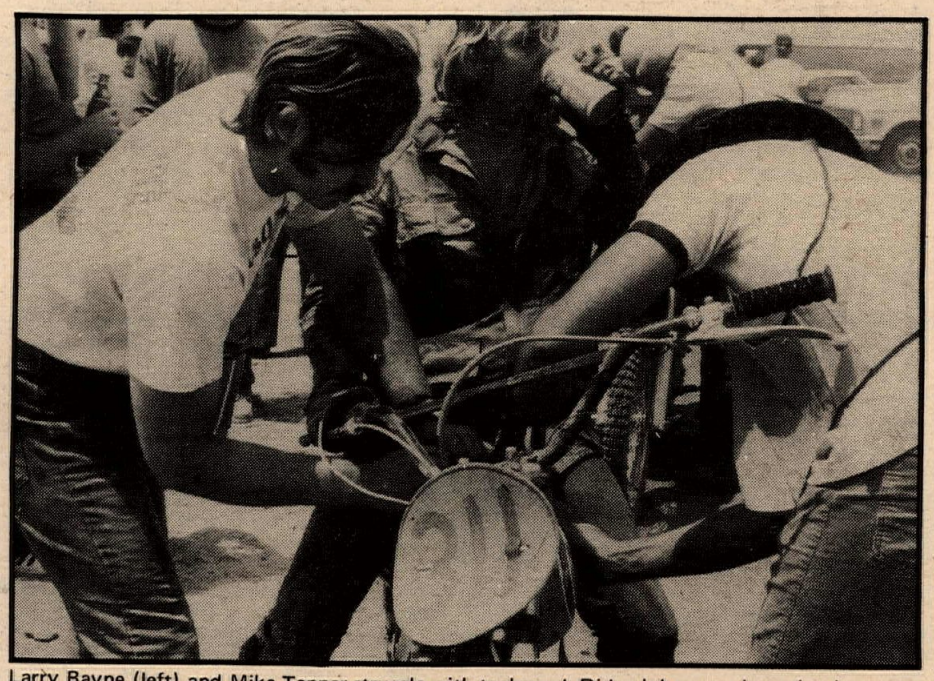
The course was run at 1,600-1,800 feet elevation most of the way, but, after check 2 it ran by Saddleback Mountain and Twin Buttes (2,375-2,200 feet elevation). All mountain trails have their pitfalls and this was no exception.

A pit check was the downfall of many. The pit stop was missed, maybe in the confusion or maybe in quest of repairs or a drink. One would not think it would be missed intentionally because it would only knock off a mile, more or less.

Things nobody saw: Snakes had been predicted, none were reported; beautiful country, many will be back just to look it over; check point 2 had some sun bathing going on, sorry fellows, they went home or wherever they go; dust in the pits we know about, a water truck would have been nice.

All riders and spectators have gripes, but in all, this was well organized and run. Checks well manned. REACT (local citizens-band group) must be thanked for their services in radio communication and 4-wheel drive support, first-aid, water, etc.

John Kozlik (370) leads Jim Halford and Tibblin into the left turn after the smoke bomb at start.



Larry Bayne (left) and Mike Tanner struggle with tank card. Rider John cross has other interests.

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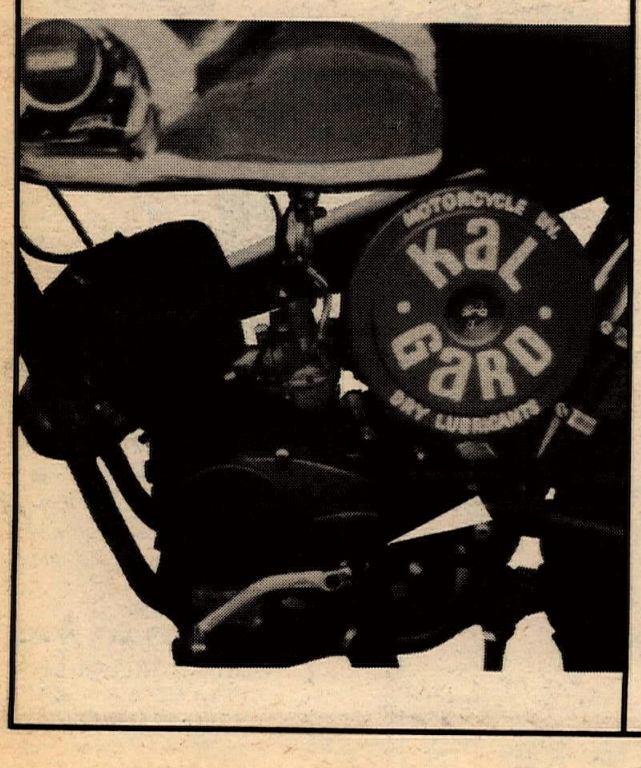

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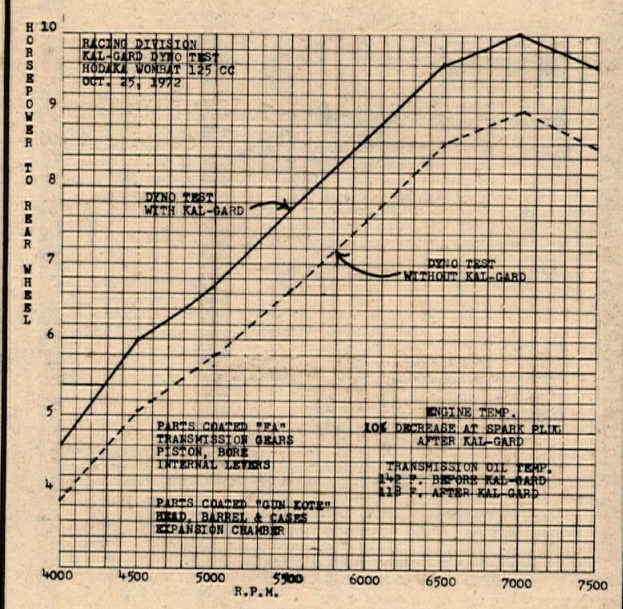

And Preston Gerbers Wins One in Idaho

by John Larsen

BOISE IDAHO, Apr. 29, 1973 — A hundred and twelve miles of rough brush and dunes stood in the way of Preston Gerbers, who piloted his 350 Pursang in for first overall in the Jack Rabbit Hare 'n' Hound and the $400 that goes along with it. More than 340 riders had driven from as far away as Nebraska to take a shot at one of the top desert races in the Northwest and see if they could take home some of the $1,100 of prize money or a cherished finisher pin.

The Jack Rabbit 100 is one of the diminishing few real cross-country desert races meaning only a few miles are run on existing roads and trails, leaving the riders to slug it out with miles of unridden dunes, sagebrush and hidden gullies.

Gerbers was having a bar to bar duel with fellow Bul rider Don Fuller, but a fouled plug left Fuller among the big crowd out in the dunes who were watching the 86 finishers go by.

Bob Sword came in out of the dust and wind for second overall on his 450 Husky, followed by fellow Husky rider Cotton Guio. Next in the overall line-up and first 250 was Carl Struthers who rode the new Kawasaki MX in for top honors in that class.

This year's course included the back side of the Bruneau Sand Dunes which are America's highest dunes, and make a rough triangle down washes and across grass-covered flats. Wayne Larsen rode in for first in the 175 class with Terry Bryan second on a Yamaha. Suzuki stayed in the top three with Lloyd Shawer getting third money in the class. The 125 honors were collected by Dave Newell on a Monark with Husky riders Jim Puett and Tagg Guio getting the top three spots.

When the last of the riders were in and had been handed a cold Millers by the management, they all agreed that the course had been a demanding one, with some finishers wandering around like they couldn't believe it was really over. That is what makes a good desert Hare 'n' Hound and separates it from just another long motocross.

Preston Gerbers led the race from start to finish on his Bultaco 350.

JACK RABBIT 100
Boise, Idaho
Apr. 29, 1973
by John Larsen

OPEN	
Preston Gerbers	Bul
Bob Sword	Hus
Cotton Guio	Hus
250cc	
Carl Struther	Kaw
Ron Rogers	Suz
John Harrelson	Bul
175cc	
Wayne Larsen	Suz
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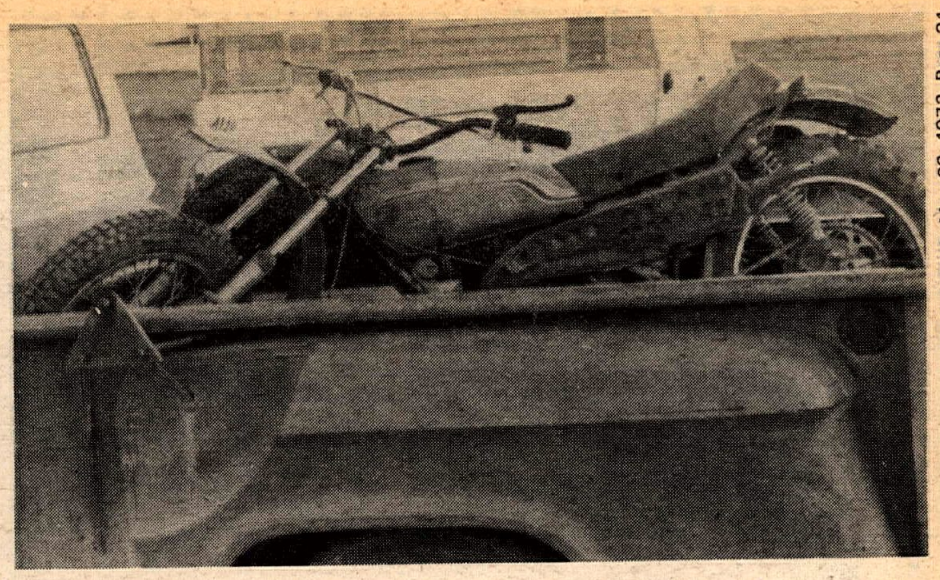
125cc	
David Newell	Mon
Jim Puett	Hus
Tagg Guio	Hus
100cc	
Tommy Pratt	Hon
Jim Phillips	H-D
Russell Rost	Hon
MINI	
Dennie Lee	Hon
Dennis Richardson	Hon
Rod Marcum	Hon
POWDER PUFF	
Sharon Purrvis	Yam
Sandra Barrett	Yam
Karen Maschman	Yam



It wasn't a easy run.

Ray Hale congratulates Carl Struthers, the 250 winner.

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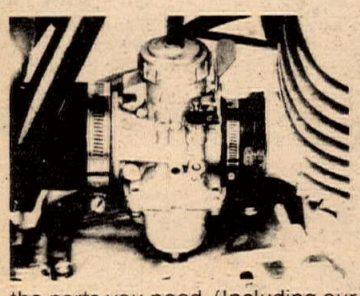

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Mark Protz has no trouble with the big boys in the 250 Expert class.

Kenyon vacuumes Fremont

by William Spencer

Rick Silva did it to the 200's on his Kenyon Speedster.

FREMONT, CAL., May. 4, 1973 – Super short track specialist Al Kenyon rode his first sportsmen race in nearly a year tonight and cleaned house in the 250 Expert main that saw nine of twelve riders from the pro ranks. 339 riders signed to ride the first of a series of 18 races on Fremont's quarter-mile that will run throughout the summer, with the minibikes included.

The surprise in the 250 Expert was second place where Mark Protz held off the likes of Pat McCaul and Mike O'Brien, both rather well accomplished riders. Protz should be destined for the big time in short order. Other old timers from the pro ranks included Bob Scally and Bob Goodman, both exceptional short trackers. The series should do well with this sort of talent on hand.

Rich Hughes of Chico traveled the 150 miles to give this track a try and won the 100 Novice main for his effort.

Probably the hottest contested battle was in the 125 Junior main with Bob Miner and Mark Allen battling throughout. Miner took the early lead but any attempt to pull away was thwarted by Allen's Hodaka. At the checkered, it was Allen the winner by a short wheel.

The 200 Novice was quite a show for Rick Silva and his new Sonny Kenyon Bultaco. The next four finishers were all on Bultacos. Silva had it all go pretty much his own way but the next two guys had somewhat of a handicap as they are both well over the hill, age wise. Fred Willis and Norm Stout are both multi-year veterans who have kids that either race or are old enough to.

FIRST DIRT OF SEASON AT SAN JOSE

Two "firsts" are assigned to the San Jose Fairgrounds American Motorcycle Association National Championship Race on Sunday, May 20th.

The event will mark the "first" dirt track race of the season for the national circuit on an outdoor track.

Also making a "first" will be the reigning National Champion Mark Brelsford, who will make his first racing appearance since his serious accident in the Daytona 200 road race. Brelsford has been practicing on his factory Harley-Davidson in order to be in shape for the San Jose half-mile track and to make a dent into the point lead currently held by Yamaha's Kenny Roberts.

$18.700 in posted awards, including the $12,000 purse, are on the line. The fairgrounds are located on Tully Road in San Jose.

Reserved box seats are $7.50, reserved grandstand at $6.50 and unreserved bleachers are $6.00.

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At this point in time, everyone should be aware that MORE has not only 'gone national', but has also expanded its scope of endeavor throughout each state, including California. Before very much longer, this column will carry legislative and land-use information and reports for all of the states served by Cycle News West.

In California, the new MORE State Club is already opening branch offices to serve the major population centers. Each of these branch offices will have at least one full-time staff member whose sole responsibility will be to represent motorcyclists' interests before local governments, including the BLM, the US Forest Service, and various departments of State government. Some of those positions are manned at this time but California's full complement may not be complete until about June.

In the meantime, your help in the way of attendance at hearings and in the form of letters to various agencies is desperately needed. These are some of the major issues now confronting us:

Off-road accidents

Every once in awhile, somebody questions the requirement for reporting an off-road vehicle accident. Unfortunately, the law now requires such accidents to be reported and the end result is that your automobile insurance premiums are increased. This is totally unfair and has no logical basis. We will attempt to gain relief from this provision during the current legislative session.

USFS wants to talk with bikers

Northern California motorcycle clubs who want to learn more about what the US Forest Service is contemplating for the El Dorado National Forest, should contact Mr. Dick Serino, at 100 Forni Road, Placerville, CA 95667. Dick, who is the Public Information Officer for the El Dorado National Forest, wants to discuss proposed rules and regulations

by Russ Sanford

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with bike clubs. If you don't already have a guest speaker lined up for your next meeting, I suggest that you contact him immediately.

That championship season where the redwoods grow . . .

by Sue Bailey

EUREKA, CAL., May 6, 1973 — Lawrence Sorensen (CZ) was top Expert for the motocross season at Redwood Acres beating out longtime Expert Brian Lee (Mai). Lee had been undefeated in season wins in the past 2½ years.

Intermediate season award went to Edgar Frisbee (Hus) with 100 points over second place contender Ray Olsen (Suz).

William Wooster won the Junior class season trophy, way ahead of the rest.

There was a battle between Lawrence Sorensen and Brian Lee during the final day's races. They seesawed the lead throughout all three motos. Lee lost out in the money race when he broke down coming off the whoop-de-doo in lap 2. Sorensen was right there to pick up the win and Lee was out of the race. Jim Moffat (CZ) came second, after fighting hard to beat Sorensen. Sorensen spun out in the third lap; Moffat then took the lead and kept it until the last lap, when Sorensen finally managed to overcome him at the finish. Third place winner was Rick Woodson.

RESULTS

100cc JR: 1. Tom Knoll (Hon); 2. John Gambill (Hon); 3. Gary Sheldon (Hon); 4. Mark Colegrove (Yam).
125cc JR DIV 1: 1. Skip Creech (Pen); 2. William Wooster (Pen); 3. Mike Finley (Bul); 4. Elaine Miller (DKW).
125cc JR DIV II: 1. John Maas (Suz); 2. Lucky Franklin (Hus); 3. Joe Rogers (Pen); 4. Butch Cambell (Pen).
125 INT: Ray Olsen (Suz).
250 JR: 1. Steve Lovfald (CZ); 2. Brian Davenport (CZ); 3. Bob Bell (Hus); 4. Richard Anderson (Hus).
250 INT: Rick Woodson (CZ).
250 EX: Brian Lee (Mai).
350 INT: 1. Darrell Bailey (Yam); 2. Edgar Frisbee (Hus).
350 Jr: 1. Greg Dahl (Mai); 2. Johnny Loper (Mai); 3. Greg Bish (Mai); 4. Larry Lancaster (CZ). 350 EX: Lawrence Sorensen (CZ).
MINIS 10 YRS & UNDER: 1. Kelly Nichols (Yam); 2. Matt Duran (Hon); 3. Brian Duran (Hon); 4. Kenny Nichols (Yam);
MINI 10 YRS & OLDER: 1. Danny Villopoto (Hon); 2. Mel Sample (Hon); 3. Don Bramlett (Hon).
MINI 90-100cc: 1. David Creech (Hon); 2. John Sudberry (Yam); 3. Matt Coleman (Yam).

KRIZMAN'S LATEST VENTURE

ARLETA, CAL. — Jack Krizman, inventor of Filtron air filters and the Krizman spark arresters, has announced the opening of his latest venture, Kesco, 12990 D Brandford Street, Arleta, California. Kesco was created to handle the Harley-Davidson off-road racing programs and other factory engineering, testing and development programs.

Krizman explains that Kesco will now be distributing accessories for all Harley-Davidson off-road lightweight motorcycles, as well as selling genuine H-D parts, retail, for the Harley-Davidson Baja.

Krizman is no longer associated with Filtron products and will devote full time to Kesco and the development of spark arresters.

SEVEN PRO ELECTED TO AMA CONGRESS

WESTERVILLE, OHIO — Seven professional riders have been elected to serve as delegates to the 1973 American Motorcycle Association Congress, to be held October 8, 9, 10 and 11.

The seven are Dick Mann, Mert Lawwill, Cal Rayborn, Mark Brelsford, Gary Nixon, Bart Markel and Terry Dorsch.

The riders and their addresses are listed below:
BART MARKEL, 3315 Jacque St., Flint, Mich. 48504.
GARY NIXON, 10768 York Road, Cockeysville, Md. 21030.
MARK BRELSFORD, 850 Patrol Rd., Woodside, Calif. 94062.
TERRY DORSCH, 18082 Kingsbury St., Granada Hills, Calif. 91344.
CAL RAYBORN, 3306 S. Granada Ave., Spring Valley, Calif. 92077.
DICK MANN, 539 Key Blvd., Richmond, Calif. 94085.
MERT LAWWILL, 66 Page St., San Francisco, Calif. 94610.

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TYPE MACHINE_____ CC_____ ENGINE NO,_____

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I hereby acknowledge that I am aware of the dangers incident to this event and voluntarily and knowingly enter the event with said knowledge. I further acknowledge that I am aware of the fact that any injuries or damages sustained by me due to my participation in this event may be of a permanent and grave nature and I, nevertheless, voluntaily and knowingly enter said event.

I further acknowledge that during the course of said event there may be times at which though not actively participating in said event, I may be a spectator and that I may sustain permanent or grave injuries as a spectator and I, nevertheless, voluntarily and knowingly assume such risk.

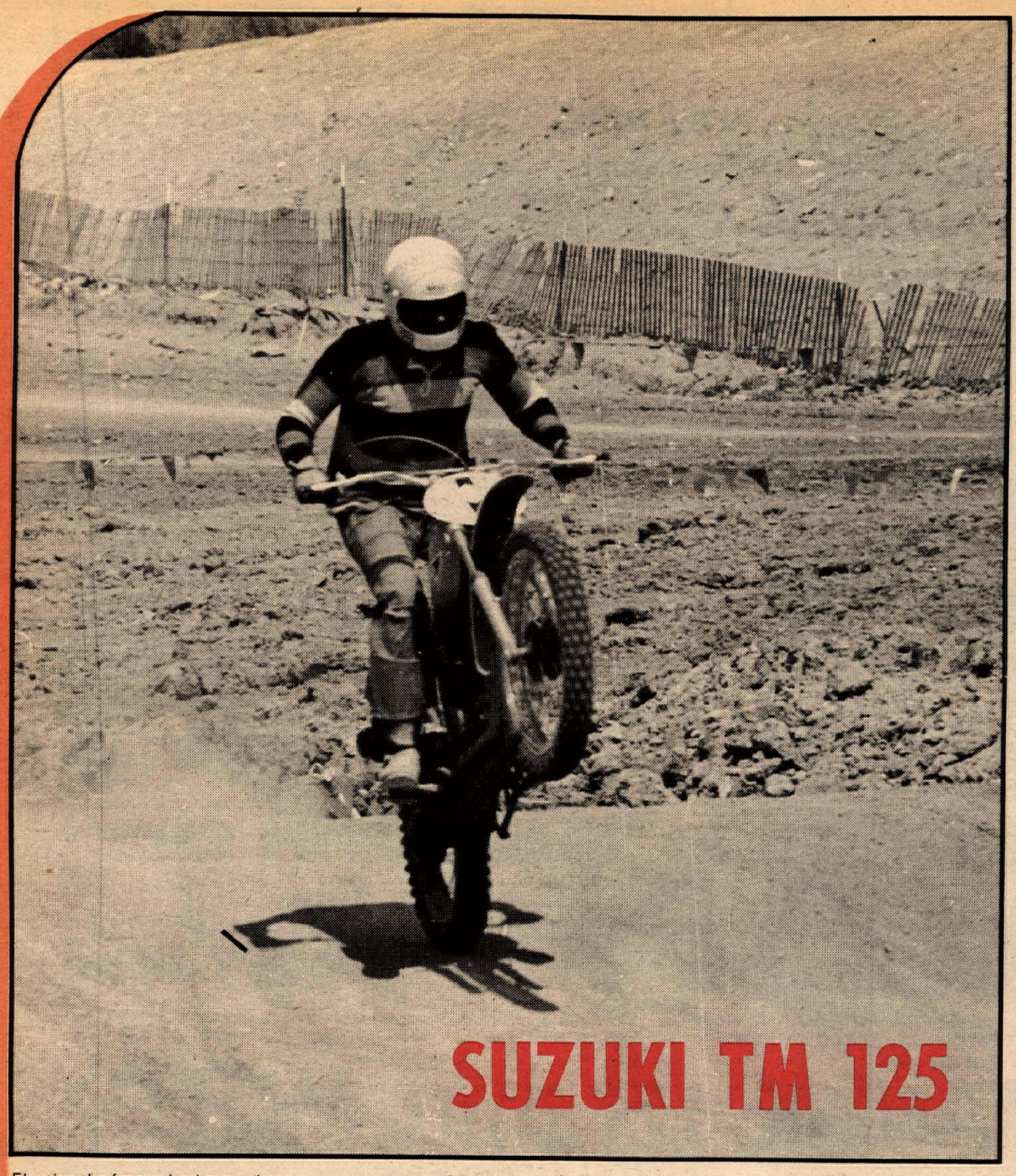
I further acknowledge that I may sustain permanent or grave injuries as either a participant or spectator at this event due to the negligence of other persons including participants, Hi Sierra M.C. Club, the referee, or other officials, the owners of the premises, or any of the lessees and that with this in mind, I, nevertheless, voluntarily and knowingly assume such risk.

I HAVE READ THIS ENTRY BLANK AND AGREE TO THE ABOVE CONDITIONS.

Riders Signature_____ Riders Age_____

If Rider is under 21 years of age NOTARIZED parents signature required_____

_____.



SUZUKI TM 125

Floating the front wheel over whoops was easy and comfortable.

by Dave Schoonmaker
Photos by Art Friedman & Schoonmaker

The first time I ever saw a 125 Suzuki MX it was blasting around the International Motocross course at Carlsbad about a half a lap in front of everything. I thought to myself, "Either someone has gotten some sneaky decals and put them on a TM 250, or that's one real trick Duster." Then I thought, "Could this be the fabled 125 Suzuki MX?" Sure enough, that's what it was.

So, I ran back to work, picked up my phone and started dialing. Got to have one of them. Finally, as fortune would have it, someone else here got ahold of Ethelyn at Suzuki. In a week we would get one. Much celebration insued, and we all went down to Joe-Joe's for a beer and an egg. In the end I was the lucky dude who got to pick it up. Lucky, because when one goes to Suzuki, one gets to see Ethelyn. Take John Ulrich's and my word; it's a rare privilege.

Before we received the 125 Suzook we heard the most glowing praise for its character. It has been causing nearly as much stir as the Honda Elsinore. You name it, the TM 125 can blow it off. Hearing that sort of praise produces two reactions in us; First, we fear embarrassment – What happens if we don't blow everyone off? The second is also the consequent reaction: "Bet I can find some things wrong with it." In short, we tend to be kind of wary about new 'wonder' machines, especially Japanese ones.

As I loaded the bike into the van at Suzuki, I began to get the impression that this bike might be a lot of the things it was touted to be. Akront rims laced to the front and back hubs were the first things I noticed. *(After he noticed Ethelyn...Ed.)* Now, you might not personally be gung-ho for Akronts, but they are bunches better than most stock rims. But the important part is that Suzuki actually went out and bought Akront rims for their bike; very impressive. As I lashed a tie-down to the swing arm I got a glance of a really nice chain tensioner and guide. Hmm-m-m. Next item: efficient looking footpegs. And a good looking motor. The engine doesn't bear much resemblance to the 125 enduro. It looks like its bigger brothers, with narrow cases and the clutch actuation on the front right. In most ways it's an imitation of the bigger TMs, not a converted enduro like so many 125's.

The next day a couple of us took off to go for a ride. Driving down I-405 the pressing question cropped up. "Wonder what pre-mix it takes." "Did you bring the spec sheet?" "Of course not." When we arrived we found someone else with a new Suzook. We asked what to do. He told us not to run pre-mix, just keep the oil tank topped up. We were a bit aghast. A fire-breathing two-stroke without pre-mix? It was with trepidation that we headed off, depending upon the lubrication of injected Castrol R and Enco Premium. Apparently, our fears were unwarranted, as the Suzuki ran quite cool and even in full throttle fifth gear operation, didn't protest. It certainly was pleasant just dumping gas in the gas tank and oil in the oil tank.

Compared to other Japanese 125's the Suzuki is like being on a larger motorcycle. In the style of European small bore mounts, it's a fairly large bike. Even for a tester who is excess of six feet tall, the TM 125 is comfortable. Vision is not obscured by one's knees, and all the control layouts (including the bars) work well for standing or sitting. Shift and brake levers fall right where they should be. Nary a thought was necessary to find either. The seat-tank profile is very narrow, allowing one to work back and forth on the bike without getting blue knees. The seat is better than most but still not the best. Hit a good one sitting down, and it will get right through to the kidneys. The seat extends backwards a long ways, allowing padding for those graceful maneuvers. In tight motocross work every bit of the front of the seat will be used and maybe a bit more. Fortunately, the tank blends right in with the seat and the transition is not too shocking. Those who don't take the proper precautions get what they asked for.

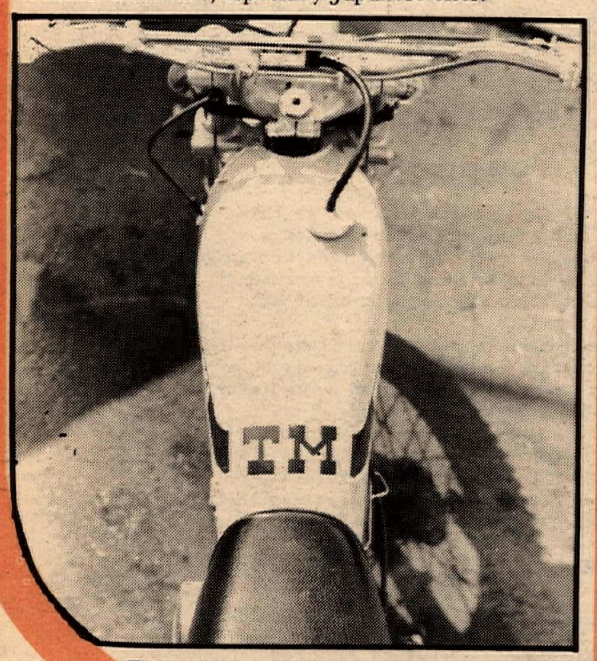
The 125 started on the first kick and after two to three minutes of warm up actually iddled. During warmup it would occasionally stall but would always restart on the first kick. During the time we had the Suzuki it never required more than two prods. Thanks here go to the electronic ignition and accurate Mikuni carburetion.

Unless the bike is pointed downhill, the first thing you'll get to do on the 125 is stall it. A peaky motor and fairly tall first gear do not a trials bike make. Give it some gas and use the clutch and away you go. Give it a little throttle and let it work its way up the RPM band. It's an instant lesson in the way things are with the Suzook. In first gear it has no trouble moving away smartly from low revs, but as they rise you will all of a sudden take a large leap forward. Revs climb very quickly. It's hard to shift in time from first to second. That actually works out well as the first-second change is the only one that isn't perfectly spaced. Buzz it a bit in first, and it's instant go, after the shift. The engine has very little flywheel and loves to break the rear wheel loose. Like the bike that it resembles so much, the Honda Elsinore, it requires subtle use of weight transfer to make use of all that's there.

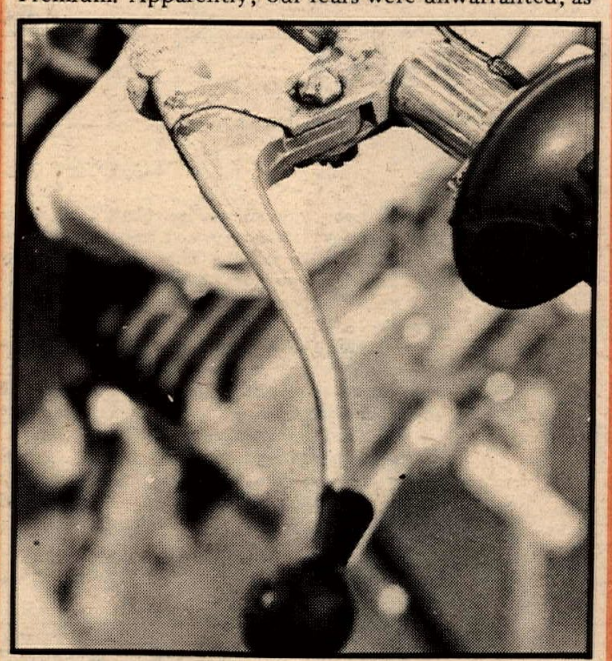
No doubt about it, the TM 125 is fast. No, not fast, *very* fast. Placed side by side with a modified Sachs-driven scooter with a rider 50 pounds heavier, the Suzuki ran head to head. A switch of riders would have brought a big surprise. Suzuki claims maximum output at 10,000 RPM. Actually, it would seem to be at near maximum output from about 7,500 up to that red line. At 4,000 RPM the engine output wouldn't blow your mind too much. With the peakiness and the sudden power you're probably thinking the 125 is just like its bigger relatives. There may be a similarity in application, but what does one thing for a 400 does not have the same effect on a 125. The TM 125 is an immensely controllable motorcycle. It forgives, and it forgives some more. It's a fairly difficult motorcycle to fall off. We were going to say very difficult, but one of us finally slid out on it...three times, but the rear Dunlop was pretty worn.

It takes some time to become accustomed to the extents at which the Suzuki must be leaned for corners. It's one of those drop-it-way-over motorcycles. It likes to be stuffed in, leaned over, and steered out with the throttle. The Suzuki would seemingly spend its whole life seeking out berms. It loves berms. Throw it into a berm faster than you think you should and twist that seemingly steel handle grip all the way. Then it's weight transfer time. Once you develop the right combination it's unbelievable how little time is spent in a corner.

It's easy to stuff the Suzook into corners a little too fast. In fact, that is the only solid criticism we could come up with for the bike. The rear stopper has enough power and is pleasantly sensitive until braking on ripples. The non-floating rear hub gets slightly confused in these situations. Because of the minimal flywheel, the engine won't help you much either. The front brake requires a very hefty tug to slow things in a hurry. It would take premeditation and a lot of effort to bring about lock-up in the dirt. The front hub itself is full width and of adequate size. The



The tank-seat profile is narrow and comfortable.

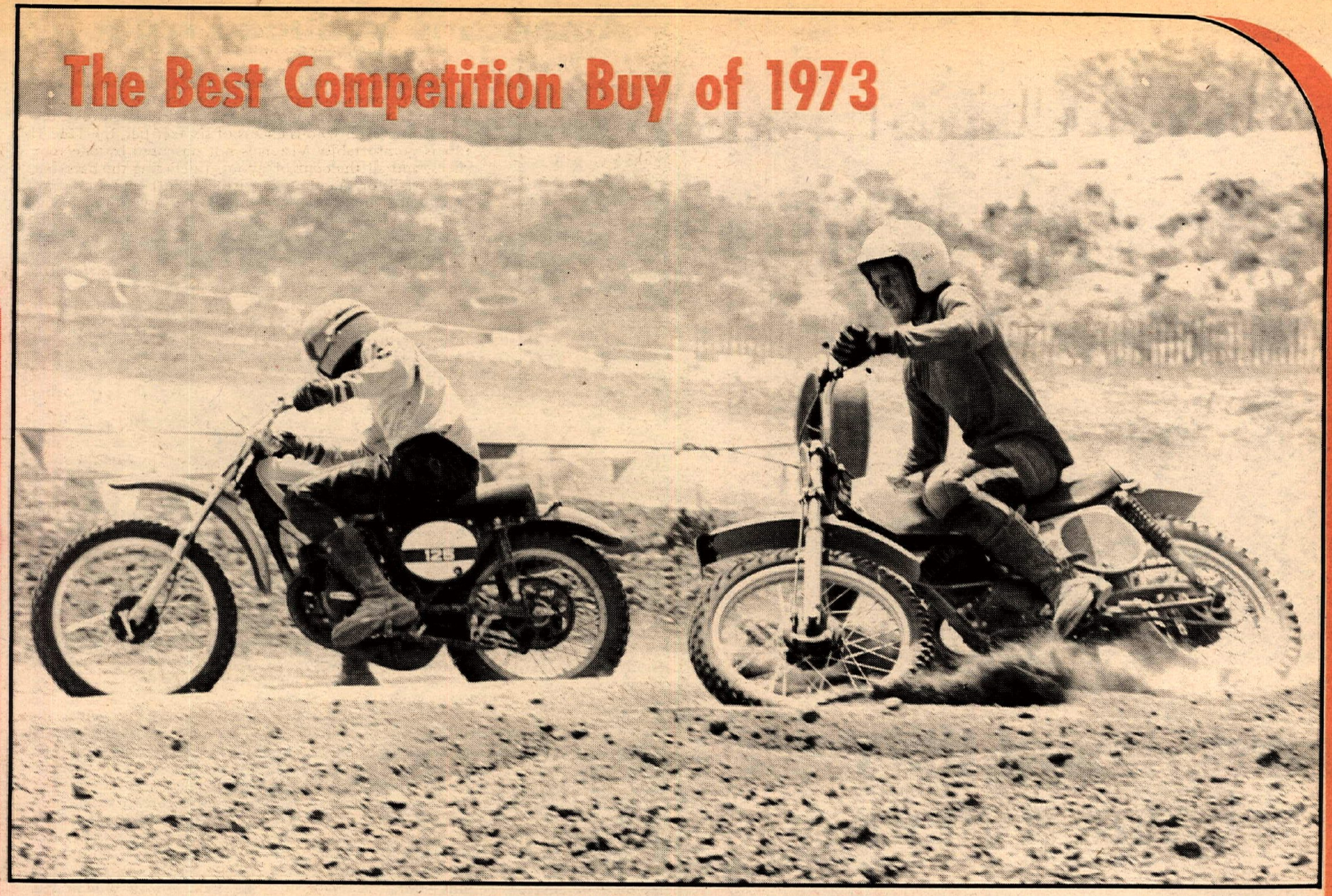


The lever bent instead of breaking; unbelievable.

SPECS

Engine	2-stroke single
Bore/stroke	2.20"/1.97"
Disp.	123cc
Comp.	7.5:1
Carb.	26mm Mikuni
Ignition	Pointless electronic
Trans.	1 down, 4 up
Fork travel	5.7"
Fuel capacity	1.3 gal.
Oil capacity	1.2 pts.
Wheelbase	52.6"
Ground clearance	7.9"
Sugg. Retail	$605

The Best Competition Buy of 1973



The TM 125 and the Honda Elsinore are probably the two finest examples of their type from that side of that ocean.

problem may be that the actuating arm should be a little longer. If there is anything that will hold up your lap times on the Suzuki it will be the brakes.

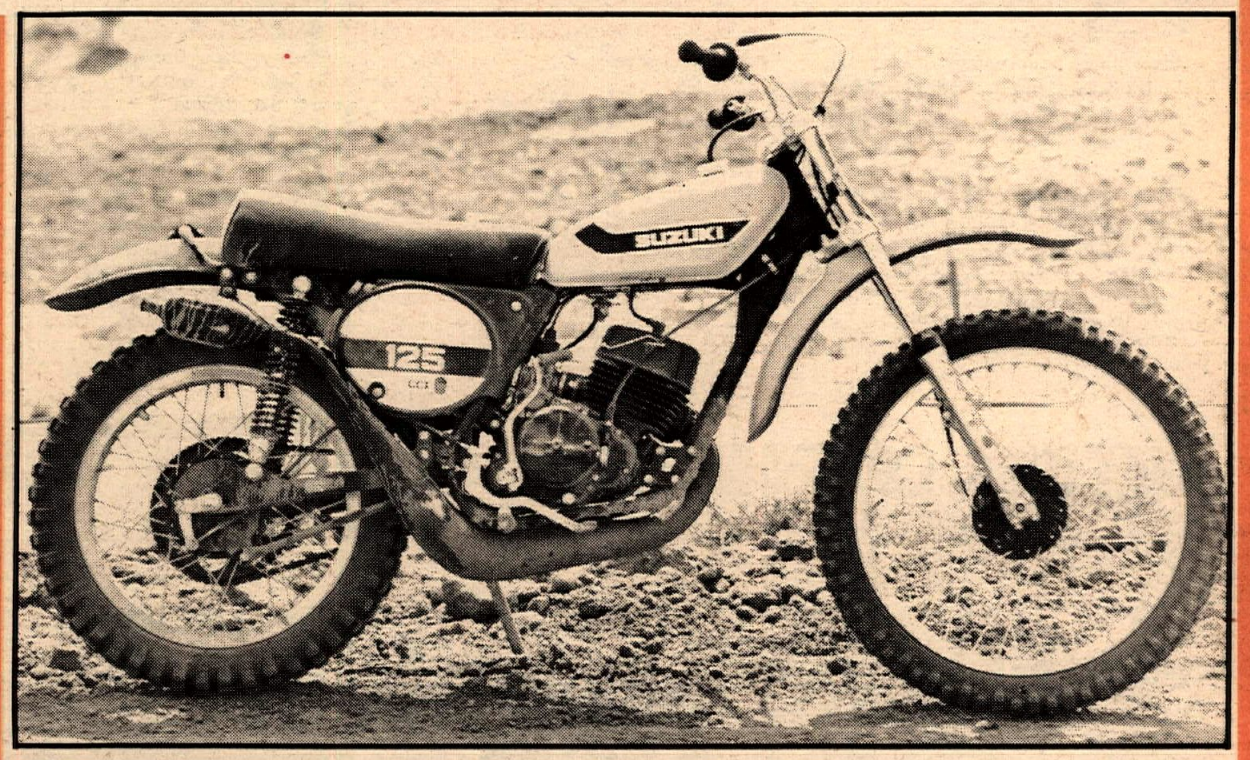
The suspension on the TM 125 complimented the stable handling. Reaction to small bumps and undulating whoops was quite good. Both ends were taxed a bit with a 170 pound rider and, would bottom over large jumps. Corrective action is obvious and easy. Until the suspension bottomed all was well and good. The rear shocks were not quite up to the front forks' quality in that they added to confusion over wash boards. On the whole, they performed better than most and as well as any but the best accessory shocks. You might end up replacing them anyway. The forks deliver almost six inches of travel and only those intense bumps could bring about anything but excellent performance.

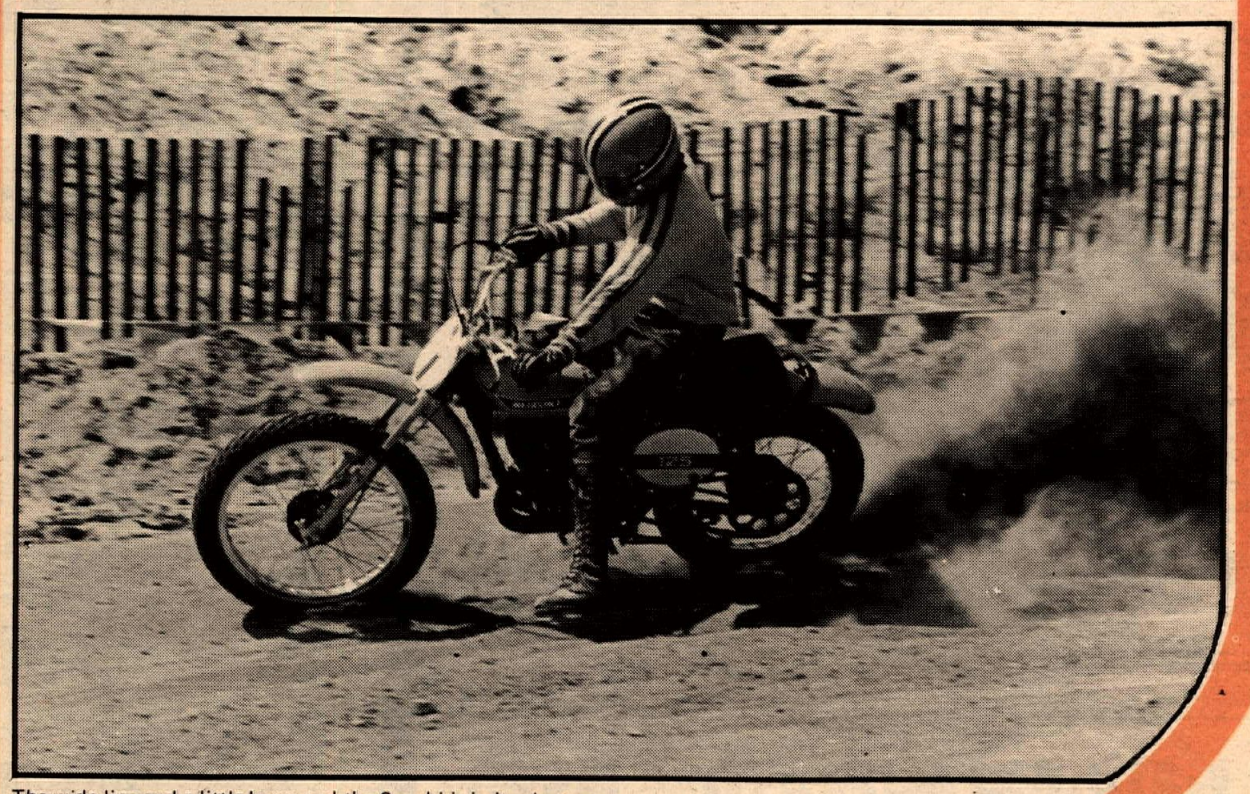
One of the nice things about riding the Suzuki is that it is such a neat, tight little package. It feels very solid underneath you. Nothing rattles or clanks upon landing over jumps or braking over ripples. The engine makes a minimum of mechanical noise, which instills confidence. (The exhaust pipe, however, is no noise contest winner. the sound is also fairly sharp and piercing.) All the controls feel positive. Shift throws are short and precise, like any Japanese transmission. The throttle mechanism had little free play as it was adjusted, which made throttle response even more exact. (It would, however, cause a few problems braking on those washboards.) The front end seemed to respond with the most subtle inputs. It seldom came up too far. While the handling might be termed fairly slow, the 125 steers precisely. It is very easy to adhere to a chosen line, or, for that matter, to change upon desire.

The only mechanical problem we had with the Suzuki occurred during the running of a two hour Grand Prix. Upon becoming trapped in a narrow, steep gully because of fallen riders, indiscriminate use of the clutch in attempts to overcome the situation cause the clutch to overheat and fail to disengage. It was not a situation that would ever arise in motocross. However, it was not a situation that would have brought much complaint from most trail bikes. It took nearly a half an hour of clutchless running for the clutch to cool sufficiently to disengage.

We would class the 125 Suzuki MX as the best 125 motocrosser to come out of Japan, so far. You might have noticed a few comparisons to the Honda Elsinore in the test and photos of this test, and this might give you the hint that we wait anxiously for the Honda 125 motocross. It should be a right interesting duo. We're not sure whether we wish we had had them to compare or not.

In any event, the 125 Suzuki is certainly in the Honda's league. You don't have to buy a European MXer. You can buy a couple of competitive Japanese 125s right now, and the parts won't cost you an arm and a leg either. In the case of the Suzuki, the retail price won't cost you anything like an arm or a leg. In fact, you won't believe how little it will cost you. The suggested retail is $605 (a good price at any quality). All you and I have to do now is figure out where to buy one.





The wide line and a little berm and the Suzuki is in its element.

Rick Woods at work.

Americans Excluded From World Speedway Championship

Autrey, Woods, McKnight, Briggs Excluded from World Championship!

A big row is brewing in England over the qualifying rounds for this year's World Championship event. Excluded from the draw were Scott Autrey, Rick Woods and Sumner McKnight – the three Americans currently making a mark in England – and yours truly.

I left for a 10-day trip to Germany unaware that I had been barred from entry. Previously I had been told unofficially that I would be in...so you can imagine the shock I got when the news filtered through.

The situation over entry to the World Championship is a tricky one. The British authorities insist that only riders performing in the British League can enter. As I have 'retired' from BL racing, I knew I was in a difficult position.

However, I signed a contract with my old club, Swindon, and general opinion seemed to be on my side. Many people wonder why it should be necessary for riders to be active in the British League competition before they can enter what, after all, is supposed to be the *world* championship.

At the last minute, the Speedway Control Board in England ruled that I wasn't to be included. I have lodged an appeal and am hopeful that their decision will be reversed. I don't see why I should have to be a League rider before I can get into the World Championship.

There is a big outcry, too, over the refusal of the SCB to provide places for Autrey, Woods and McKnight. They do, at least, ride regularly in the British League – and here again, if it is the *world* championship, the competition must be open to riders of all nationalities. It would be impractical at this stage for the Americans to stage their own qualifying rounds...and I would have thought the three now with British tracks should be allowed in.

Some promoters in England are unhappy that the World Final is now held in this country once every three years. Sweden and Poland also take it in turns to host the final. But it is possible, the way things are going, that more and more countries – such as America – could be forced to demand a bigger slice of the cake.

Autrey, Woods and McKnight have protested but, at this late stage, it is difficult to see them getting a place in the Qualifying Rounds.

Young Scott continues to be the most impressive of the trio – and Exeter are well pleased with his progress. Scott has now got World Champion Ivan Mauger as his partner, and he should learn a great deal through riding with Ivan.

Scott Autrey of the Briggo Boys.

Ivan signed for Exeter late in April after a lengthy dispute with the British promoters. They originally allocated him away from Belle Vue – because, it was said, they were too strong – and told Ivan he must go to Wimbledon. Negotiations broke down almost before they started, and despite Ivan's insistence that he didn't want to leave Belle Vue, the British Promoters Association refused his plea to remain with Belle Vue.

At one time it looked as though Ivan would quit the British League, but along came Exeter, with a generous offer, and he signed on the dotted line. Exeter is based on the west coast of England, nearly 350 miles from his Manchester home. Ivan will fly to his "home" meetings each Monday and fly home again each Monday evening in a private plane being provided by Exeter. The plane will also be at his disposal for

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many of his continental bookings.

Autrey has been scoring sevens and eights for Exeter and recently gave a splendid display at Wimbledon, where Exeter went down 42-36. In one race he didn't realize that the finishing line is 10 yards past the starting gate and he shut off before the chequered flag, allowing a Wimbledon rider to pip him for a point.

Woods has been scoring quite well for Newport, who look like being one of the surprise teams in Britain this year. They have not had much success in recent years but with Norwegian Reidar Eide in fine form – he recently handed out a couple of spanking defeats to Ole Olsen – this could be a much better season for them.

Sumner McKnight, with my old club Swindon, is not having so much joy, unfortunately. He has found it hard to score points with any consistency and a major problem at present is his gating. Often he's being left at the tapes with too much distance to make up. He came to Germany with me for a few days (I ran a training school in Rupholding) in addition to riding in a couple of meetings, and perhaps he learned a few things.

Scott is a member of a new team which has just been launched in Britain called the "Briggo Boys." I am sponsoring five riders this year, with leathers, helmets, boots and a load of other gear for themselves and their bikes. Scott is one of the lads. The others are Graeme Stapleton from New Zealand, Phil Crump from Australia, Dave Jessup and Martin Ashby from England. They are all riders who, I reckon, with the right sort of help and encouragement, could make it in a big way.

Crump, in his first season of first division racing over here, suffered a set-back a couple of weeks ago when he broke a wrist. He has returned home to Australia for a while, but should be back later this year to complete the season with Kings Lynn.

I had my first meeting in England at Wimbledon in April, but a slow motor kept my points tally right down. I was also part of the TV-team that covered the meeting, with highlights being shown on the commercial network a couple of days later.

At Rupholding I was back in the groove with a 15 point maximum against a top class field, which included top riders like Manfred Poschenreider, Bengt Jansson and John Louis.

But my next battle takes place off the track and in the offices of the Speedway Control Board in London. I haven't missed a World Championship in over 20 years, and I don't really see why I should start now.

–BARRY BRIGGS
South Hampton, England

EDITOR'S NOTE

We talked with Don Woods, competition director for the AMA, about the exclusion of the Americans. It seems that the Americans had to go through the AMA to ride in the World Championships. The AMA wasn't informed in enough time to be able to meet the FIM's deadlines. The British weren't able to get the U.S. riders entries because they are only allowed a certain number of entries and they have more than enough English riders to fill them.

May 20 – This Way to San Jose

This Sunday AMA unveils their new Expert-only, National Half-mile program on Sunday, May 20th at San Jose, Calif. Some doubted, when the new rule was first announced, that there would be enough entries. Other said it would create more interest, and more riders would travel to National races. The latter prevails at San Jose.

Over 70 Experts are officially entered for the 7th annual National Half-mile that will pay over $20,000 in purse and contingency money.

The new format will qualify 48 riders for the heat races. Twelve riders will compete in the National Final and another dozen will ride in the new "Trophy Final." Half of the field of qualifiers will share in the purse, and the National winner will take home over $3,000 plus 150 national points.

Experts from ten states and Canada are entered, including ten riders who have won National Half-mile races in past seasons. BSA, Ducati, Harley-Davidson, Norton, Triumph and Yamaha will all be represented, with Triumph having over forty entries.

Mark Brelsford is entered at San Jose, but is a doubtful participant. He is still recovering from Daytona hurts. Jim Rice, winner in '69 and '70 on a BSA, is listed as riding a new Harley-Davidson and Rice put his official sponsor down as the Harley-Davidson Motor Company.

The defending San Jose Champion is Triumph-mounted Gene Romero, who has won the past two years in a row. The San Jose victory a year ago was his only National win in '72. Romero is back with a new Triumph short-rod 750 Bonneville, trying to become the first rider to ever win it three times.

Californians have won the last four years, but strong competition looms from such out-of-staters as Randy Scott (Oregon), Mike Kidd (Texas), Ted Newton and Rex Beauchamp (Michigan) and Dave and Doug Sehl (Canada). Dave Sehl was the big winner at San Jose's "Race of Champions" last October. Beauchamp has already bagged two Half-mile wins, plus a mile track final already this year in the east.

The two official Yamaha Team factory entries, Kenny Roberts and Don Castro, will both be looking for their first National Half-mile win. In fact Castro has yet to score a major win since joining the Expert class. Roberts won the San Jose opening in early April, turning back Gary Scott.

An added highlight will be a Junior "Invitational" race, matching the twelve best Junior West Coast half-milers in a ten-lap runoff. The riders have been selected on the basis of points they have scored this year at Ascot and San Jose. Top three are John Gennai (Tri), Rick Hocking (Yam) and Danny Hockie (BSA).

Dick Mann takes his first official Half-mile ride on a Triumph, and Yamaha Team rider Gary Fisher has jumped over to a Ducati for this one. Triumph has the depth, H-D will have their official team plus Rice, Yamaha is anxious and Norton goes it alone with Dave Aldana.

Time trials start at noon, May 20, pre-race ceremonies at 2 A.M. Los Angeles radio KBIG (74) will carry Roxy Rockwood's rundown after the race at 5:45 P.M. and Cycle News will have the complete coverage on the newstands and in the shops may 23rd. Most of the ranking talent is expected to stop off at Ascot this Friday night the 18th For the "Regional" Half-mile race.

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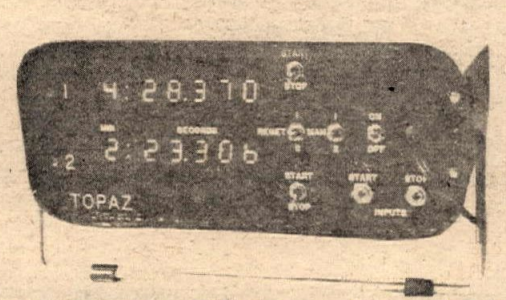

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BLITZING THE CONTINENT

A moment of repose in the shade of the Suzuki. The bottle holds extra CCI for the oil tank. Photo by Kevin Geary.

by John D. Ulrich

What's Free Is Good

With spring vacation time fast approaching, and college starting to get to me, a bizarre plot hatched in my cerebral sanctum. Con a couple of bikes out of some companies, take a cross country trip and visit some Washington, D.C. dignitaries, write it all up and off, returning to school ten days later with a clear head. It would amount to a free ride, and what's free is good.

Starting well in advance of D-day, I wrangled a loose agreement for a red octavalve complacam wonder out of a major distributor. The deal fell through right before I met Ronald Reagan in Sacramento. It seems that the company's omniscient marketing manager decided to phase out such loans because too many people asked for them. I didn't know that many people asked to visit the Governor then ride across the country on their motorcycle. What the rhetoric actually meant was that I wasn't working for a hot shot monthly (a deal fell through there, too) and so didn't count. When I left, the bike in question was in the hands of a self admitted "out of touch" hot shot editor.

An equally large international corporation famous for building buses had promised me a super gigantor mount that was the rage of cycling. It backed out, saying that it was short of bikes. The same week it gave a 500 to a famous editor as a gift. *(Damn famous editors...Ed)* Ah, the trials of freelancing!

Two weeks before departure date I had no bikes other than my own 40,000 mile veteran Honda 450. Aub Lebard suggested I call American Honda, and one week later I had a promise of a CB500 for the trip. I had to borrow a plate from Le Bard and Underwood because the hot shots had lost all Honda's plates. Chuck Campbell suggested a Suzuki GT550 as the second mount, and I called that company on a Monday morning. The following Friday the bike was in my hands. I picked up the Honda two days before leaving, and it was cool.

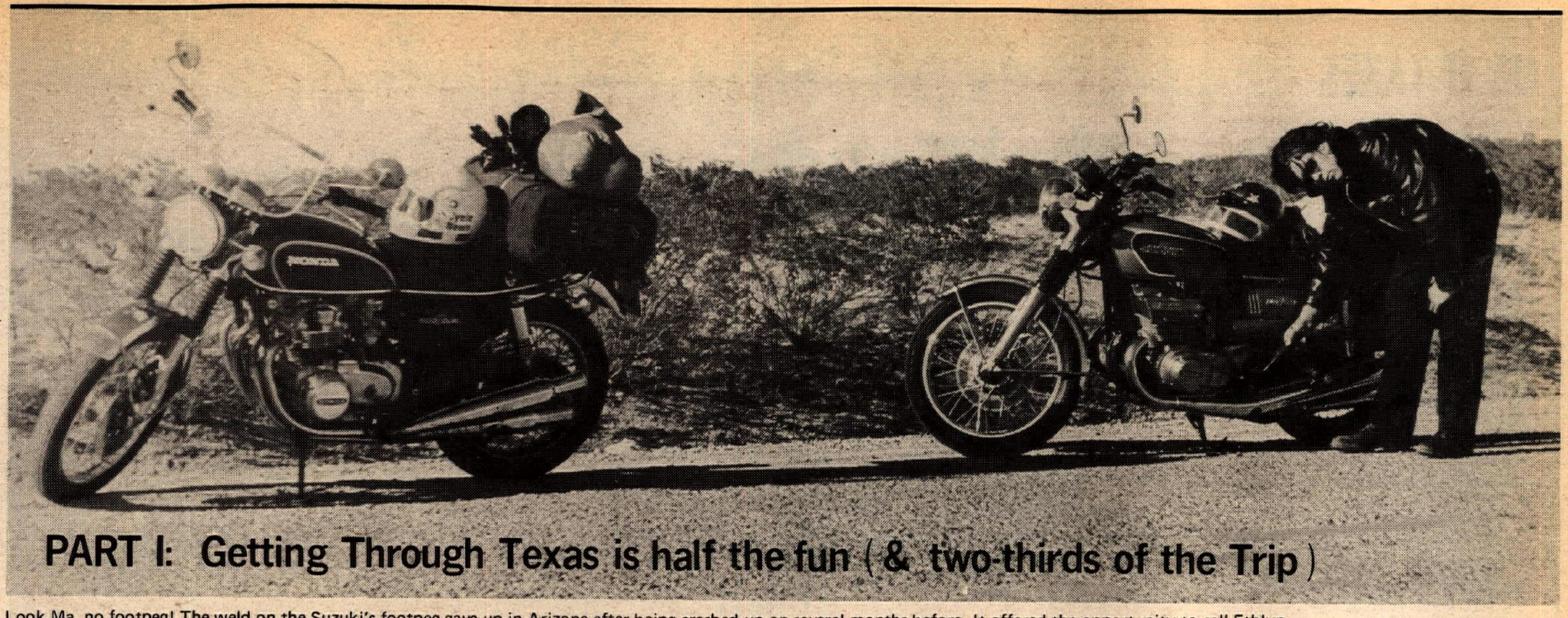
Just on the basis of treatment I received at the hands of these two companies when I needed help, as opposed to the hollow rhetoric and promises of the other two giants, I suggest that anyone considering a new motorcycle take a long hard look at the products of these two companies. You may be glad you did when a problem crops up.

Congressman Chet Holifield had set up the details at the D.C. end, and the bikes were packed to go. Less than twelve hours from departure, my old riding buddy had to cancel out. A quick replacement search yielded Kevin Geary, a 16 year old high school student.

The longest Kevin had ever been on the freeway prior to the trip was one hour. His freeway time would pass the 100 mark by the time we returned home.

We finally got rolling in a race to the Arizona border. Headed from Los Angeles to Blythe, the clear vistas around Palm Springs reminded me of an old Sierra Club lament published in an attack on the Mickey Mousification of Mineral King. The author of that attack complained about the encapsulation in cars of hikers aspiring to sample the wilderness as being the only way to get there. He thought there must be a better way, and passing San Jacinto, I knew I had it between my legs. When there were mountains to see, I looked up and saw. When the air was sweet, I smelled it. When the wind blew, I felt it. I was in nature, yet moving with the speed of technology. Even being out there in sandstorms and rainstorms couldn't change my view.

Stopping for gas, the Honda disc squealed. The Suzuki had another problem. Riding the 550, if the rider



PART I: Getting Through Texas is half the fun (& two-thirds of the Trip)

Look Ma, no footpeg! The weld on the Suzuki's footpeg gave up in Arizona after being crashed up on several months before. It offered the opportunity to call Ethlyn.

wished to light the brake light while using only the front brake, it was necessary to just about stand the bike on its nose. By the time the light came on, the bike was generating what felt like multi G's of no-go.

April in Arizona

April in Arizona was many things. Billboards demanded that suckers "invest" with Caesar, "be neighbors" with Forest, visit Irving, etc. Clean air and beautiful blue horizons were violated by soot factories pretending to be cement plants, overlooking mile long trains, wild flowers in a green desert. A small toad hopped in an arroyo rivlet, both being ephemeral vestiges of a recent rain.

In Phoenix, press vehicles get to sport emergency vehicle type lights. Just think, if I lived there, the Mobile Interview Center could play Officer Friendly every Saturday night.

Saguero forests and craggy peaks interrupted by epoxy painted tourist traps hustling all manner of nut junk, with identical siblings blighting the entire country, and power lines were constant reminders of and sentinels to the machinery of civilization encircling the open land.

It was the second day out, and riding for Tucson Kevin started suddenly honking like crazy. It seems that the Suzuki, which he was riding, had shed the left footpeg assembly. Closer inspection revealed that this was indeed, the very machine that John Huetter had crashed on ice during a regular CN test. A weld had been cracked in that incident, unnoticed then, noticed now. I was glad it happened, even thought it was Saturday in the middle of East Cowbungaland. When Monday came, I would have a perfect excuse to call John Butcher's secretary, Ethelyn. For everyone who does not yet know about Suzuki's best resource in the public relations field, let me put it this way; If Suzuki could incorporate the quality and concept that is "Ethelyn" in a motorcycle, people would fight over who got to LOOK at it! *(Right on!...Ed)*

Whether or not the fact that the Suzuki footpeg fell off was actually a left wing masochistic conspiracy, only J.G. Krol knows for sure.

Kevin was doomed to ride on the rear pegs of the Suzy as we slingshotted trucks and mobile mania manifestations (RVs) forming one solid steel line from Phoenix to Tucson.

It was at an Arizona gas station that we discovered a great new game. You just fill up the Honda gas tank to the brim, flip down the cap, and go about the business of adjusting the chain while trying to keep your hands clean (it isn't possible, due to pipe placement). By the time you finish the chain, the gas will have been warmed up enough by engine heat to bubble and boil out the vent and all over the tank.

By lubing the chains each gas stop, we got away with adjusting the chains only once a day.

Leaving Arizona for New Mexico, the top of Texas Canyon is either (A) Boulder Central, or (B) where every big rock in the world comes to visit his uncle Charlie for Easter.

Dust pillars held up the hazy sky as we nicked the corner of New Mexico along Interstate 10. Small tumbleweeds attacked us as if they were battering rams and we castles, but they did not prevail.

El Paso wants to be a Los Angeles when it grows up, but it will never make it with the funny sideways hanging traffic signals it has. Brick construction says no quakes worry the residents, and a pitiful *bario* serves as the west gate of the city. The freeway transition roads resemble roller coasters, being about as level as rain grooves are straight.

Texas

The Texas motorcycle speed limit is 60 MPH, but everyone else was going faster, so we cruised at 80 MPH. That means 5600 smooth RPM on the Suzuki, and 6200 RPM on the Honda. The gas mileage stayed the same for both bikes on this part of the trip, and at that speed it was necessary to hit reserve after about 90 or 100 miles. If one wishes to run the tanks dry, 140 is a good figure to do it, but only at more moderate speeds.

Neither bike vibrated enough at any speed to cause the dreaded "numb butt" or "tingle fingers", but 80 MPH was especially smooth. The Honda was a tick smoother at slower speeds, but both bikes are so good in this respect that the difference is a fine line. Both make the popular twins feel archaic in terms of vibration control.

The Honda grips really got to bare hands after a couple of road days. They could actually hurt your hands after a day or so if gloves were not worn.

On long night stretches of Texas highway, other vehicles hid behind rolling hills at times, and all a glance in the mirrors revealed was the soft glow of the tail lights on the pavement. Here it was apparent that the Suzuki instrument lighting was superior to the Honda's, although the same company makes both the clocks for both the bikes. The Honda numerals kind of glowed, but the Suzuki's were bigger, and the lighting was more even. It was hard to read the Honda trip meter under these conditions.

At the same time, with few distracting lights from other vehicles around, the Suzuki high beam indicator proved to be a trifle bright for comfort. Switching from high to low beam when passing other vehicles was easier on the Suzuki due to the dimmer switch shape and placement, at least after hands became numb in cold night air. Dimming the Honda requires rolling off the throttle if the effects of cold hours in the saddle had begun to be felt in the thumb department.

Due to control placement differences, it was easy to hit the wrong control after switching bikes. A standard all company placement would be helpful.

The Honda mirrors were larger and easier to adjust while riding, but the Suzuki mirrors were adequate as is. It is just a matter of degree of fine line refinement.

The best set-up for seeing where you are going under "super dark" conditions is to position the dimmer switch of whatever bike you are riding halfway between each beam selection position. If done carefully, both beams can be lit at once, greatly increasing illumination. With two bikes doing this side by side, lighting is great. When running alone on a dark night, it becomes apparent that the state of the art of motorcycle lighting could use some improvement.

The signs of recent rain were evident as we moved through the Texas flatlands. Mud lakes had formed in the midst of rolling dunes and weedy wildflowers. Trucks painted like giant faces sporting war paint and pickups pulling trailered motor boats, swivel seats twirling in the wind, fell behind as we ran the bikes at 85 MPH.

Bizarracana

Traveling across America, it is simple to see that discount mania has swept the nation. Everything from fireworks to boxer shorts to pigs are blatantly displayed on orb assaulting signs as being available at "discount" prices. Minor metropolitan areas post large signs advising motorists that their fair city has a zoo. Perhaps discount centers and zoos are the measure of a city's cosmopolitaness. But then again, maybe it is all part of that national wonder, bizarracana.

Restrooms comprise almost an alternate culture along the road. The barren walls provide amateur artists ample opportunity to express political knowledge (or lack of it), and room to doubt the morals and parentage of Jane Fonda. All manner of bizarre products with exotic names are dispensed in head vending machines, with all manner of BS promises and deterrents to tampering printed on the outside of padlocked boxes begging to be stuffed with a quarter or two.

Coming in over the tollway in a pouring rain that plagued us since we were 200 miles west of Fort Worth, hard core Dallas rose to greet us like an old Oz that lost its luster around the time the American Camelot lost its leader a decade ago. Pulling off onto a side street for gas in the heart of the city, the first thing I saw was a sign that said "Hump". Since no women were in sight, I ignored it.

(This is the first of three parts of John Ulrich's adventures. Return with us next week when he rides through "Easy Rider" land and learns some startling things after he is attacked by the Giant Armadillo Bird!)

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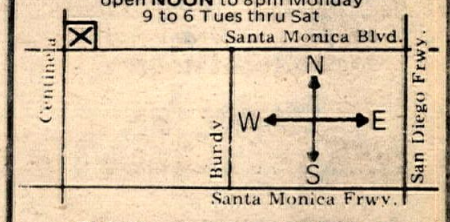

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36th International Eifel Road Races

Start of the sidecar race. Wegener (35), who finished fifth, leads Luthringshauser (21), and Schauzu (27).

by Tomie G. Lafon

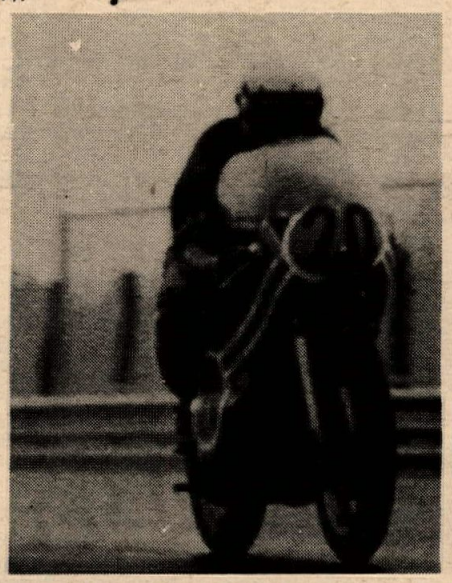
NURBURGRING, GERMANY, Apr. 29, 1973 – As is normal in the Eifel Mountains, it was raining with patches of fog around the track. The track is over 22 km per lap.

Big money maker was England's Charles Mortimer with a second in the 125 class on Saturday, and first in both the 250 and 500 classes on Sunday. Mortimer's second place time behind Kent Andersson of Sweden in the 125 class was 125.2 km/h as compared to his winning time of only 119.6 on Sunday in the 500 class. Mortimer's winning time of 123.1km/h in the 250 class was even faster than the 500 with 123.1 km/h, both of which were five laps.

The solo races were not very exciting as Agostini was licking his wound's after crashing last week in the 500 race in France where his MV could not match the speed of Jarno Saarinen's 500 Yamaha in the first round of the world championships. Both were testing new bikes for the next round in Salzburg next week.

The sidecar race had all the big guns including the big three from last year's championship. Klaus Enders, Heinz Luthringshauser, and Schauzu.

Old man Luthringshauser, 42 years young, blew them all in the weeds in practice to take the pole on the start. The Konig two stroke of Steinhausen took the lead on the start with Ender's second and Luthringshauser fifth. The ring-ding's lead was short lived as Luthringshauser flew by on the second turn to take a 200 yard lead over Enders by the end of lap one. Enders took Heinz on the long straight on the second lap when the intake seat on the right head shifted slightly, dropping the RPM down to 9000 in 5th gear. Kurth crashed his Monark in the north turn, breaking the leg of his very pretty girl passenger, Dana Rowe. The Monark is powered by a Cresent motor boat engine.



Charles Mortimer was the strong man in the solo classes.

Schauzu got by Steinhausen to give 11 of the first 12 places to BMW. The Konig was the only two-stroke in the top 12 in fourth place. The other Konig and Kawasaki all ran out of ring-dings before the four laps and 91.340 kilometers ended. Ender's time was 46.28 minutes for 117.9 km/h.

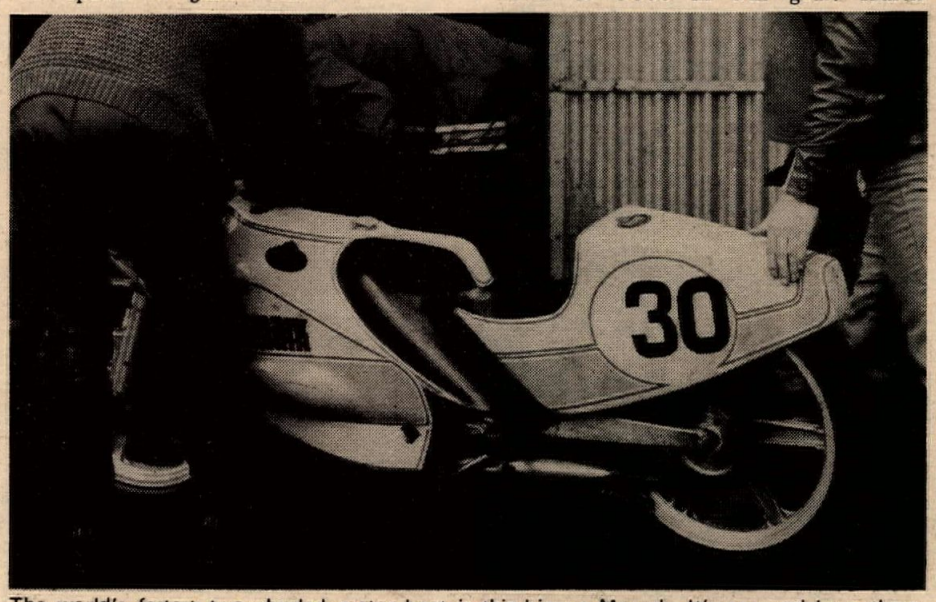
RESULTS:

SIDECAR 500cc: 1. Enders/Engelhardt (BMW, 117.9 km/h); 2. Lutheringshauser/Hahn (BMW, 116.4); 3. Schauzu/Dalauch (BMW, 115.8); 4. Steinhausen/Scheurer (Konig, 114.8).

500 SOLO: 1. Charles Mortimer (Yam, 119.6 km/h); 2. Bo Granath (Hus, 119.5); 3. Billie Nelson (Yam, 119.4).

250 SOLO: 1. Charles Mortimer (Yam, 123.1 km/h); 2. John Dodds (Yam, 122.6); 3. T. Lansivuori (Yam, 121.3).

As can be seen by the times the 250 class only ran on a wet track but the 500 and sidecars ran in a down pour.



The world's fastest two-wheeled motor boat is this bizarre Monark. It's powered by a three cylinder Crescent two-stroke water cooled speed boat engine. The bike is very low and has a rear suspension like the Yamaha works moty-crossers.

Heinz Luthringshauser warms up his 500 DOHC BMW.

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RANT RAVE

THAT MINI-BIKE IS THE MOST DANGEROUS THING IVE EVER SEEN!

GOOD THINKING, CHIEF!

LOOK, THE FRONT WHEEL COMES OFF THE GROUND!

GASP! GOOD THINKING, CHIEF!

I'LL MAKE CONGRESS PASS A STRICT NEW LAW!

GOOD THINKING, CHIEF!

A TIP OF THE CAT'S HAT FOR THIS IDEA TO HOG BODY CREED!

I WILL DESIGN A SAFE MINI-BIKE!

IT NEEDS FOUR WHEELS SO IT WON'T FALL OVER!

GOOD THINKING CHIEF!

...AND A LEAD ROLL CAGE FOR STABILITY!

GOOD THINKING CHIEF!

LATER: OK, MR. CAT, TAKE HER FOR A TRIAL SPIN!

WITH THIS ONE H.P. MOTOR, IT WON'T EVEN MOVE!

TOOT

THE SNADER EAGLE

Tony Bell 9 May 1973

THAT MAKES IT EVEN SAFER!

RESULTS

SCOTTISH SIX DAYS TRIAL
Edinburgh, Scotland
May 6, 1973

Malcolm Rathmell	Bul 52
Mick Andrews	Yam 62
Martin Lampkin	Bul 65
D. Thorpe	Oss 67
Thore Everton	Oss 69
A. Lampkin	Bul 73
Gordon Farley	Mon 86
R. Edwards	Mon 89
M. Wilkinson	Oss 96
J. Hemingway	Mon 98

WORLD CHAMPIONSHIP ROAD RACE
Austrian GP
Salzburgring, Austria
May 6, 1973

125cc	
Kent Andersson	Yamaha
Borje Jansson	Maico
Angle Nieto	Morbidelli
O. Buscherini	Malanca
E. Lazzarini	Maico
M. Salonen	Yamaha
R. Salonen	Yamaha
J. Zemsauer	Rotax
R. Pileri	DRS
R. Deiss	Maico
250cc	
Jarno Saarinen	Yamaha
Hideo Kanaya	Yamaha
Charles Mortimer	Yamaha
Teuvo Lansivuori	Yamaha
J. Dodds	Yamaha
Roberto Gallina	Yamaha
Walter Villa	Yamaha
Borje Jansson	Yamaha
K. Leonhardt	Yamaha
W. Giger	Yamaha
350cc	
Janos Drapal	Yamaha
Walter Villa	Yamaha
Teuvo Lansivuori	Yamaha
B. Nelson	Yamaha
B. Granath	Yamaha
Dieter Braun	Yamaha
Kent Andersson	Yamaha
M. Ankone	Yamsel
Bruno Kneubuhuler	H-D
500cc	
Jarno Saarinen	Yamaha
Hideo Kanaya	Yamaha
Kim Newcombe	Konig
Guido Mandracchi	Suzuki
B. Nielsen	Yamaha
Roberto Gallina	Paton
W.Giger	Yamaha
B. Granath	Husqvarna
B. Nelson	Yamaha
Bruno Kneubuhuler	Yamaha
SIDECARS	
K. Enders/R. Englehardt	BMW
J. Gawley/P. Sales	Konig
M. Vanneste/S. Vanneste	BMW
M. Luthringshauser/H. Hahn	BMW
W. Schwarzel/K. Kleris	Konig

AMC MOTOCROSS
Saddleback Park
May 13, 1973

OLD TIMERS	
John Miley	CZ
OPEN EX	
Robert Cope	CZ
CArl Gazafy	Yam
Ted Metzger	Mai
OPEN INT	
Richard Mills	CZ
OPEN JR	
John Lewis	Mai
Ray Boal	Hus
Steve Coronado	Suz
OPEN NOV	
John Fry	Yam
Carlos Munoz	Mai
David Packard	CZ
OPEN BEG	
Mike Brown	Bul
Steve Fry	Hus
Bob Francis	Hus
175 NOV	
Mark Truman	Yam
Mike Benett	Yam
125 INT	
Robert Williams	Suz
Jack Boles	Mnk
Kirk Willis	Hus
125 JR	
Don Carlson	Dal
Don Wickham	Suz
Mark Elder	Bul
125 NOV	
Bill Glore	DKW
Mark Brown	Suz
Chris Gillespie	Bul
125 BEG	
Mark Abrahams	Suz
Rich Reveles	Yam
John Young	Bul
100 INT	
Mike Lasker	Pen
Jeff Ward	Hon
250 EX	
Von Peterson	Mai
Gary Stokes	Mon
Dirk Wambold	Suz
250 INT	
Ron Banoy	CZ
Doug Benjamin	CZ
Chris Yoder	Yam
250 JR	
Tom Cradoock	Hus
Tom Stack	Yam
Ron Nicol	Bul
250 NOV	
Jeff McLellan	CZ
Paul Vogelsang	CZ
Gilbert Gonzales	Mai
250 BEG	
Cal Reiten	CZ
Bill Haney	CZ
Mark Lauzoy	—
100 JR	
Richee Collins	Pen
Brad Dutoit	Hon
Don Carlson	Kaw
100 NOV	
Bill Kujawa	Hod
Scott Hanssler	Hod
100 BEG	
Steve Babcock	Suz
Geoff Singer	Pen
Frank Karsner	Hod
MINI BEG	
John Weslowski	Hon
Kenny Allen	—
John Benett	Yam
MINI NOV	
Chris Grant	Hon
Eddie Lawson	Ind

CRC MOTOCROSS
Arroyo Cycle Park
Devore, Calif.
April 28, 1973
by The Shadow

MINIBIKE	
John Silva	Hon
Jay Lupear	Hon
Bill Taylor	Hon
100 BEG	
Gary Scheidler	Yam
Mike Thompson	Yam
Kevin Dick	Yam
125 BEG UNDER 16	
Mark Ruelas	Suz
Rob Rey	Pen
Don Juff	Bul
125 BEG	
Ray McNeil	DKW
Scott Fyfe	Car
Mike Delletier	Yam
250 BEG	
Glenn Tanaka	Bul
Jake Kuiken	Bul
Gary Gartside	Hus
Mike Angelo	Yam
Steve Sartain	Yam
Marvin Masuda	Hus
Chuck Angela	Yam
OPEN BEG	
L.G. Hearn	Bul
Don Urbanck	Yam
Daniel Hull	Yam
125 NOV	
Kevin Callaway	Yam
Rob Roper	Suz
George Forte	Yam
250 NOV	
Jeff Newman	Bul
Ed Trent	Oss
Kelly Callaway	Yam
OPEN NOV	
George Varner	CZ
Mike Tucker	Yam
Jerry Harris	Suz
250 INT	
Shawn Huffman	CZ
Marshall Jennings	Yam
175 INT	
Jeff Jennings	DKW
Robert Massey	Oss
VET	
Bob Crandall	Suz
Ed Scheidler	—
Shay Huffman	CZ

MOTOCROSS
El Toro, Calif.
May 11, 1973

S/B JR	
Jim Kennedy	Hon
Bobby McGregor	Hon
Bobby Reyes	Yam
S/B INT	
Don Van Tassel	Hon
Gary Marks	Hon
100 JR	
Lennie Garten	Suz
Greg Bartock	Yam
Gary Tamietty	Hod
125 JR	
Joe Rumney	Suz
Dana Greely	Yam
Ronald Weaver	Yam
125 INT	
Scott Spencer	Pen
125 EX	
Murray Hoffman	Yam
250 JR	
Tom Cross	Suz
Cameron Hendley	CZ
Ken Funkhouser	CZ
250 INT	
Mike Patchen	Suz
Mark Balzer	Yam
250 EX	
Murray Hoffman	Yam
Richard Duncan	CZ
Jeff Mathews	AJS
500 JR	
John Wilder	CZ
Edward Peters	Mai
Steve Philips	CZ
500 EX	
David Boydstun	B-S
Gary Wells	Yam
Eric Olesen	CZ

MWRC MINIS
Saddleback Park
May 6, 1973
by G. Bennett

PEE WEE	
T. Hetherington	Tac
Brett Melon	Ind
PEE WEE	
Richard Jones	Hon
Kenny Conover	Kaw
1-3.9 HP	
Steve Zimmerman	Tar
Randy Bennett	Tar
John Miller	Ind
1-3.9 HP	
Steve Moore	Gem
Eddie San Roman	Tar
Steve Blakely	Pow
7 HP & OVER	
Todd Peterson	Hon
John Irwin	Hod
Eddie San Roman	Hod
POWDER PUFF	
Pam Bennett	Gem
Helen Hartfield	Hon
Debbie Hughs	Yam
STOCK	
Renee Payen	Hon
Lee O'Neal	Ind
Pat Richman	Hon
0-60cc	
Billy Monteleone	Yam
Ted Chott	Yam
David Jones	Yam
0-60cc	
Steve Moore	Yam
Steve Zimmerman	Yam
Glen Licon	Yam
61-80cc	
Tony Cotta	Kam
Jim Baxter	Hon
Ernie Townsend	Ind
61-80cc	
Dean Kako	Hon
John Irwin	Hon
Bobby Smith	Hon
61-80cc	
Sterling Cogar	Hon
Donald Miller	Hon
Todd Peterson	Ind
100-125cc	
Norman Ludwig	Yam
Gary Milhoan	Hod
Wayne Talkington	Yam
125cc	
Scott Robel	Yam
Greg Talkington	Yam
Bill Revely	Yam
80-100cc	
Marty Miller	Ste
L. Allen Daniels	Tor
Tom Selzer	Ste

SHORT TRACK & HALF-MILE
Corona Raceway
Corona, Calif.
May 9, 1973
by Elaine Jones

SHORT TRACK	
MINI-A	
Gary Ontiveros	Yam
Tim Sween	B&S
Ted Hamm	—
MINI-B	
Pat Richmond	Hon
Ricky Livingston	Yam
Shawn Richey	Hon
100cc NOV	
Doug Hannon	Kaw
Robert Gerbasi	Yam
Jeff Wright	Hon
100cc A/E	
Troy Fisher	Kaw
Jim Wood	Kaw
Vince Mead	Kaw
125cc NOV/AM	
Mike Kohl	—
Steve Stiemsma	Yam
Kip Johnston	Kaw
175-200cc NOV/AM/EX	
Hal Cheetwood	Bul
Ron Martinez	—
250cc NOV	
Dewey Seaver	—
Bruce Talbot	Oss
Joe Pennington	Bul
250cc A/E	
Denis Ray Porter	H-D
Clint Palmer	Oss
Sparkie	—
OPEN NOV	
Kent Wilson	Mai
Bill Barning	Mai
Bryan Hobart	Yam
OPEN A/E	
John Hoffard	Bul
Jim Wright	Bul
Jeff Cesmat	Yam
HALF-MILE	
100cc NOV	
Tim Bowers	Yam
Jeff Wright	Hon
Jay Fisher	Kaw
125cc NOV	
David Frand	Yam
Mike Kohl	Yam
Duane Gallagher	Yam
100-125cc AM	
Wayne Rainey	Kaw
Jim Wood	Kaw
Mike Minnig	Hod
100-125cc EX	
Vince Mea	Kaw
Troy Fisher	Kaw
Robert Murray	Kaw
250cc NOV	
Dewey Seaver	Bul
Artie Nay	Bul
Richard Greer	Kaw
250cc A/E	
Ed Ueckert	Yam
John Matherson	Bul
Brian Garcia	Yam
OPEN NOV	
Bill Barning	Mai
Chuck Howe	BSA
Brian Hobart	Yam
OPEN EX	
Jim Wright	Bul
Jeff Cesmat	Yam
Bill Cain	Kaw

SUPER FUN MX
Saddleback Park
May 12, 1973

MINI	
Mark Funry	Hon
W. Whitney	Hon
M. Stowell	Suz
100 BEG	
H. Hadley	Yam
J. Stastny	Yam
J. Krauger	Hon
100 NOV	
R. Young	Hod
G. Brayer	Suz
125 BEG	
M. Harrington	Suz
B. Christy	Pen
J. Lewey	Bul
125 NOV	
F. Webb	Pen
B. Walters	Yam
D. Dickey	Yam
125 JR	
J. Wright	Yam
B. Garrabrant	Yam
S. Rickle	Suz
125 INT	
A. Rodil	Suz
R. Hobbs	Suz
J. Mosby	Suz
125 EX	
S. Miller	Pen
250 BEG	
D. Schmuck	Hon
S. Kellick	Yam
R. Spangler	Yam
250 NOV	
D. Preston	Yam
B. Silverstro	Mai
G. Doolin	Yam
250 JR	
T. Craddock	Hus
D. Slater	Suz
M. Wintgmute	AJS
250 INT	
T. Mandeville	Hus
R. DiDonato	Mon
250 EX	
J. Riggi	CZ
F. Steiner	Yam
D. Wambold	Suz
OLD TIMERS	
M. Jenkins	Hus
W. Wright	Mai
E. Tiugren	Yam
OPEN BEG	
R. Napier	CZ
T. Dreker	Suz
D. Hammonos	Bul
OPEN NOV	
B. Johnson	Hus
K. Lee	Suz
OPEN JR	
C. Enscoe	CZ
B. Gundry	CZ
R. Howiler	Suz
OPEN INT	
B. Dunsire	CZ
T. Darrah	Hus
M. West	Suz
OPEN EX	
G. Smith	Mai
L. Aumack	Yam
M. Plunkett	Yam

TT SCRAMBLES
Corona Raceway
Corona, Calif.
May 8, 1973
by Elaine Jones

MINI-A	
Melanie Evans	Hon
Evan Evans	Hon
Jim Ball	Hon
MINI-B	
Ricky Hoffman	Hon
Shane Hawley	Hod
Billy Jankiewiz	Hon
100cc NOV	
Tim Bowers	Yam
Robert Gerbasi	Yam
Brent Alumbaugh	Yam
100cc A/E	
Ricky Naymola	Yam
Jim Wood	Kaw
Rick Whisner	Kaw
125cc NOV	
Al Hansen	Yam
Stacey Berry	Yam
Gary Graham	Yam
125cc A/E	
Ricky Naymola	Yam
Steve Fortune	Yam
Mike Tidwell	Yam
175-200cc A/E	
Jim Wright	Bul
John Calicchio	Bul
Hal Cheetwood	Bul
250cc NOV	
Randy Hoff	Hon
Dewey Seaver	Bul
Bruce Reynolds	Bul
250cc AM	
Gary Juola	Yam
Vern Maxwell	Bul
Rich Warren	Bul
250cc EX	
Mike Myers	Yam
Dan McWhorter	Mon
Doug Westly	Kaw
OPEN NOV/AM	
Bill Barning	Mai
Lance Vallery	Bul
Scott Bodin	BSA
OPEN EX	
Jim Wright	Bul
Gary Kawffeld	Yam
Brian Tolson	Mai
SPEC NOV	
Randy Hoff	Hon
Jeff Kerr	Oss
Dewey Seaver	Bul
SPEC A/E	
Mike Myers	Yam
Jim Wright	Bul
Rich Warren	Bul

SPEEDWAY
Costa Mesa, Calif.
May 11, 1973
by Dennis Greene

SCRATCH MAIN	
Mike Bast	
Steve Bast	
Dan Becker	
Guy Waterson	
HANDICAP MAIN	
Gill Gray	
Mike Bast	
Bill Cody	
Ken Cartee	
Guy Waterson	
Alan Christian	
SCRATCH CONS.	
Ed Williams	
Mike Konle	
Bill Cody	
Sonny Nutter	
HANDICAP CONS.	
Mark Cherry	
Mike Konle	
Dubb Ferrell	
John Fishburn	
Don Cullum	
PREMIER SECOND DIV. MAIN	
Don Green	
Stan Miller	
George Armas	
Phil Moon	
Robbie Waite	
Ralph Castor	
FEATURE	
MATCH RACE	
Mike Konle over Ed Williams	

MINICYCLES MWRC
Saddleback Park
Apr. 29, 1973
by G. Bennett

MINIBIKE	
1-3.9 HP	
Steve Moore	Gem
John Miller	Ind
Randy Bennett	Tar
406.9 HP	
David Fernandez	Hon
Tony Cotta	Hon
Johnny Daniels	Chi
7HP & OVER	
Todd Peterson	Hon
Eddie San Roman	Hod
David Fernandez	Hon
0-60cc	
Steve Moore	Yam
John Miller	Yam
Pete Simpson	Yam
STOCK	
Shawn McConnelly	Hon
Jimmy Simmons	Hon
Renee Payen	Hon
61-80cc	
Jerry Allison	Hon
Darwin Cooper	Hon
Jim Moon	Yam
61-80cc	
Randy Bennett	Ind
Pat Cooper	Hon
Scott Webb	Ind
61-80cc	
Shon Anderson	Hon
Scott Talkington	Hon
Richy Simmons	Hon
61-80cc	
Sterling Cogar	Hon
Renee Payen	Hon
Todd Peterson	Ind
61-80cc	
Wayne Talkington	Hon
Bill Jewitt	Hon
Eddie San Roman	Gem
81-120cc	
Marty Miller	Ste
Allen Daniels	Hod
Shon Anderson	Hon

¼ MILE DIRT TRACK
Coos Bay, Ore.
May 6, 1973

OPEN A	
Bill Oliver	Mai
Mark Legara	Yam
Wade Stamp	Yam
OPEN B	
Clarence Oliver	Yam
Skip Cox	Mai
Jake Jones	Hon
250 A MAIN	
Curt Dorn	Bul
Terry McCullough	Bul
Bob Muzzy	Bul
Ron Chesney	Yam
250 B MAIN	
John Schauble	Kaw
Jim Booth	Yam
Nick Pappas	Oss
200A MAIN	
Del Spinney	Bul
Terry McCullough	Bul
Tom Pappas	Oss
200 B MAIN	
Alan Busby	Bul
Russell Young	Bul
Dana Hadley	Bul
125 A MAIN	
Del Spinney	Bul
Brad Hurst	Yam
Mike Romig	Yam
Lonnie Bently	Suz
125 B MAIN	
Randy Bailey	Yam
Mort Robbins	—
Craig Prause	Hon
100 A MAIN	
Jamie Claasen	Yam
Dan Henderson	Yam
Dick Wooton	Yam
Craig Prause	Hon
100 B MAIN	
Dan Henderson	Yam
Bill Gillespie	Kaw
Tom McCullugh	Kaw
80 KIDS A MAIN	
Tom McCullough	Hon
Jamie Claasen	Suz
Phil Harless	Hon
80 KIDS B MAIN	
Marty Gasner	Hon
David Harless	Hon

TROJAN SPDWY.
Southgate, Calif.
May 3, 1973
by Elsie Hamilton

TT	
100 JR	
Robert Gerbasi	Yam
William Ritger	Yam
Kelly Vallee	Ste
100 JR/SR	
Allen Sweet	Hon
Mike Huskill	Hod
Louis Pinda	Hod
125 JR	
Mike Dilkey	Yam
Al Grover	Yam
Jim Yester	Hon
125 SR	
Allen Sweet	Hon
Rick Andersen	Hon
Steve Tinsley	Yam
250	
Don Hamsen	Yam
Randy Erickson	CZ
Don Cook	Bul
FLAT TRACK	
100	
Robert Gerbasi	Yam
Mike Huskill	Hod
Tom Prewat	Yam
125 JR	
Al Grover	Yam
Jerry Cook	Yam
Mike Dilkey	Yam
125 JR/SR	
Rick Andersen	Hon
Robert Gerbasi	Yam
Ruben Malaguamero	Suz
250	
Ron Byrd	—
Don Cook	Bul
Bernie Hodge	Mon

CMA MOTOCROSS
Sea View Cycle Park
May 6, 1973

MINI DIV I	
Raymond Gomez	Ind
Kevin Jockson	Hon
MINI DIV II	
Joe McManus	Ind
Tom Shconey	Hon
100 DIV I	
Macolm Lee	Yam
Tim Martin	Yam
John McManus	Yam
Eddie Boyens	Yam
Joe Canela	Yam
100 DIV II	
Mike Quintana	Yam
Terry Collier	Yam
125 DIV I	
Dennis Barkett	Yam
Greg Gaylor	Suz
125 DIV II	
James Boyens	Hus
250 DIV I	
Dennis Kinda	Oss
Butch Baker	Yam
Chuck Wheeler	Kaw
Randy Reynolds	Bul
250 DIV II	
Joe Schoney	CZ
Mike Wrighg	Yam
OPEN	
Mark Windsor	CZ
Danny Wilkinson	Kaw

ACE MOTOCROSS
Indian Dunes
Valencia, Calif.
May 11, 1973
by John Grout

125 EX	
Eddie Cole	Pen
Jim Hale	Pen
Danny LaPorte	Pen
Steve Rawson	Suz
Shane McDonald	Suz
250 EX	
Bill Payne	Mai
Ken Zahrt	Bul
Jeff Vidic	Mai
Tracy Oswell	CZ
Dave Haugh	CZ
500 EX	
Bill Payne	Mai
Ken Zahrt	Bul
Mike Todd	Mai
Jerry Beaman	CZ
125 INT	
Pug Ferrira	Pen
Jim Felt	Puc
250 INT	
Bill Sherman	CZ
Jeff Browning	Mon
Glenn Trainor	CZ
500 INT	
Tim Davison	CZ
Rick Duncan	Hus
Russ Mortensen	Mai
Bill Rins	CZ
125 JR	
Nick Hale	Suz
Everett Angle	DKW
Ray Soffa	Bul
250 JR	
Steve Miller	Hon
Louis Ring	CZ
Chris Trebon	Suz
Tom Bates	CZ
500 JR	
John Lewis	Mai
Paul Knabb	CZ
John Wozniack	CZ
VETS	
Bill Todd	Mai
C. Whittington	Mon
Squire Duncan	Yam

CMRE PRO TT
South Bay Spdwy.
Apr. 29, 1973
by Tom Blattler

360 PRO TT	
HEAT 1	
Pat Guthrie	Kaw
John Allison	Kaw
Don Frauenberger	Bul
HEAT 2	
Earl Roloff	Yam
Marc Barbani	Kaw
Rex Hailey	Bul
HEAT 3	
Bill McElyea	Yam
Brad Holt	Kaw
Archie Ortega	Suz
FINAL	
Pat Guthrie	Kaw
Earl Roloff	Yam
Bill McElyea	Yam
John Allison	Kaw
Marc Barbani	Kaw
Brad Hold	Kaw
Don Frauenberger	Bul
Rex Hailey	Bul
Archie Ortega	Suz
OPEN PRO TT	
HEAT 1	
Eddie Mulder	Tri
Walt Foster	Yam
Ward Ring	Tri
HEAT 2	
John Allison	Kaw
Terry Dorsch	Tri
Marc Barbani	Yam
FINAL	
John Allison	Kaw
Eddie Mulder	Tri
Terry Dorsch	Tri
Walt Foster	Yam
Marc Barbani	Yam
Ward Ring	Tri
Ike Mizen	Tri
Greg Reynolds	Suz

SPEEDWAY
Bakersfield, Calif.
May 9, 1973
by Dennis Greene

SCRATCH MAIN	
Danny Becker	
Mike Bast	
Steve Gresham	
Ed Williams	
HANDICAP MAIN	
Mark Cherry	
Les Chankey	
Mike Bast	
Mike Curoso	
Larry Moon	
Bill Cody	
SCRATCH CONS.	
Bill Cody	
Steve Bast	
Guy Waterson	
Don Cullum	
HANDICAP CONS.	
Steve Bast	
Guy Waterson	
Larry Shaw	
Ed Williams	
Ken Cartee	
Danny Becker	
SECOND DIV MAIN	
Ralph Castor	
Wayne Lewis	
Ed Schweitzer	
Jim Castor	
Dan Toomey	
Russ Smith	
FEATURE	
MATCH RACE	
Ed Williams over Larry Shaw	

SPEEDWAY
Irwindale, Calif.
May 10, 1973
by Dennis Greene

SCRATCH MAIN	
Danny Becker	
Mike Bast	
Steve Bast	
Ed Williams	
HANDICAPT MAIN	
Mike Bast	
Mark Cherry	
Sonny Nutter	
Dave Galvin	
Mike Konle	
Greg Haserot	
SCRATCH CONS.	
Mike Konle	
Sonny Nutter	
Bill Cody	
Mike Curoso	
HANDICAP CONS.	
Ed Williams	
Ron Taylor	
Bill Cody	
Les Chanky	
Danny Becker	
SECOND DIV MAIN	
Paul Otto	
Ralph Castor	
Donald Green	
Mark Walker	
Bill Meister	
Mark Cherf	
FEATURE	
MATCH RACE	
Mike Bast over Danny Becker	

KCMC SCRAMBLES
Hanford, Calif.
Apr. 29, 1973
by Paul Falvey

50 NOV	
Dana Beckitt	Suz
Danny Huckabay	Suz
Todd Matthes	Suz
500 JR/SR	
Rick Pearce	Suz
Vernon Slayers	Suz
Derek Land	Suz
56-89 NOV	
John Nelson	Ind
John Alvis	Ind
Rodney Sullivan	Ind
56-89 JR/SR	
Jim McIntire	Hon
Danny King	Yam
Bill Hartman	Hon
100 NOV	
Jimmy Allen	Yam
Ron Sing	Suz
Greg Robinson	Suz
100 JR	
Mike Woods	Yam
Mark Powers	Yam
Greg Bookout	Kaw
100 EX	
Bobby Boswell	Kaw
Bill Johnson	Suz
Ron Garden	Hon
125 NOV	
Jim Smith	Suz
Steve Williams	Yam
Richard Erwin	Yam
125 JR	
D. Schmideroger	Yam
Frank Adams	Yam
Phil Mascone	Yam
125 EX	
Jack Jones	Suz
Curt Lang	Suz
Kirby Shrophire	Suz
175 NOV	
Brent Wiles	Kaw
Sherrell Clemons	Yam
Richard Garbriel	Yam
200 NOV	
Wayne Reece	Bul
Mark Dynge	Suz
200 JR	
Gino Galli	Suz
Tony Bradly	Suz
J. Williamson	Bul
200 NOV	
Gary Stairs	CZ
Daniel Pespain	Yam
David Belden	Yam
250 JR	
Shell Bordon	Suz
Grant Salyers	Suz
Ron Crabtree	Yam
250 EX	
Jack Jones	Suz
Mike Wilson	Kaw
Jake Charest	Oss
500 NOV	
Bob Reynolds	Mai
Gary Morgan	CZ
Russ Conrad	CZ
500 JR	
Stan Champion	Suz
Dan Green	CZ
Tracy	CZ
500 EX	
Mike Keener	Yam
Jack Martin	Yam
Bill Johnson	Suz
OPEN NOV	
Tommy Walker	Tri
Van Lewis	Tri
OPEN JR	
Monroe Moore	Tri
Brian Enlore	Tri
Dan Rovit	Tri
OPEN EX	
Jim Keener	Yam
Carroe Jackson	Tri
Walter Price Jr.	Tri

DISTRICT 37
AMA Motocross
1973 First Quarter
Points Standings

0-125 Class

Danny Sanchez	185
Jim Connolly	171
Eric Jensen	160
Rick Kehoe	132
David Camp	120
Clay Masters	90
Joe Keloe, Jr.	89
Tony Rogers	80
Russ Garcia	76
Jack Pritchard	57
Chris Young	48
Elliott Brainard	44
Dan R. Waller	43
Mike Welker	43
Ron Taylor	39
Nancy Payne	37
Diane Connolly	36
Kenneth C. Jenner	34
Tim Welker	32
Wayne W. Richter	28
Roger Belding	23
John Adams	22
Richard Johnston	21
Larry Bird	21
Jeff J. Jennings	21
Robert Jeffery	18
Tony Porto	17
Claude Harris, Jr.	16
Greg Bebeck	15
Bob Nelson	15
Randy Meacham	15
Janene Turton	15
R. Scott Moreland	15
Donald D. Forman	15
Bret Leef	15
Cherry Stockton	15
Donald W. Hanna	11
David N. Harwood	11
Craig Spurney	10
Joseph Pearson	10
Ben Harwell	10
Butch Linden	9
Alfred Guzman	9
Dennis Dolton	9
Bob Alderman	8
Frank Castro	8
Danny Martin	8
Patrick Hubbs	8
Ray Robinson	7
Scott Walker	6
Marcia Holley	6
Patrick D. Murphy	6
Donald L. Williamson	5
James Tran	4
Tony Sortino	4
Billy Meacham	3
John R. Matthews	2
Martyn Griffin	1
John Forman	1

126-250 Class

Mark Cook	293
Gary Knieper	257
Rick Burkey	197
John Carmello	131
Ronald Hanson	110
Allen D. Cooke	99
Nate Sciacqua	90
Fred Griego	86
Thomas M. Dolton	60
Clinton Tarvin	58
Tony Rogers	55
Steve Mudd	46
Gary Poppett	46
Don Cook	41
Keith Tennis	40
Fred Coppi	39
Howard C. Meyer	34
Robert Bernier	33
Donald Lewis Jr.	32
Gene Moffett	30
Troy A. Hollis	30
Rick Newlee	27
Chris Henry	25
Charles Eskew	24
C. Henrey	23
Steve Bebeck	21
Nick Simmons	19
John Allen Kubut	19
Reggie Rogsdale	18
Gary Semenza	17
Ronald C. Petersen	15
Howard R. Hellman	15
Dennis Kreps	11
Dennis Cain	11
Mike Sixbery	10
Russell C. Parker	10
Jim Bearup	10
Bennie Vallejos	9
Tom Senner	9
Dale Brassfield	9
Bill Libby	8
David H. Carroll	8
George T. Smith	8
Richard H. Tingstrom	8
Peter L. Sasala	7
Richard M. Gorzalez	7
Dennis W. Jones	7
Jack Eitzen	7
Pete Koibet	7
Tom Stockton	6
Steve Weaver	6
Clinton Tarvir	5
Robert Gara Jr.	5
James Dougherty	5
Roy Howorl	4
Fred J. Smith	3
Wayland Mendenhall	3
Pat Noble	2

OPEN Class

Michael L. Hannon	226
Randy Scott	186
Troy A. Hollis	166
Mark Cook	145
Michael Van Deusen	88
Bruce M. Boyd	80
George Luther	64
Rick Reed	63
John Burkey	47
Jim L. Ringo	44
C.M. Breck	41
Michael Van Zandt	38
John Townsend	36
Lee Jouglard	36
Joseph C. Brickner	36
Stewart Dowd	33
Ken Markling	30
Frank F. Fitzgerald	28
George Spellmon	24
Curt Cook	21
Dick Frampton	20
Skip Kreps	19
Arthur J. Porter	18
Joe Corder	16
Paul J. Napoleone	16
Tim Tingle	15
Dick Young	15
Carl Cotton	10
George Elliott	10
Steve Jarvim	9
Larry H. Lewis	9
Richard W. Robinson	9
Paul Sorensen	9
Jim Harnish	8
John Domoslai	8
Marty Stockstell	8
Jeff C. Cassidy	7
Graig Phillips	7
Peter Miller	7
John Huetter Jr.	7
Donald L. Foland	6
Richard Allen	6
John Grbavach	5
Richard H. Potter	5
Gary Palmer	4
Howard Markham	4
Steven Rosales	3
Gary Williams	2
Lewis Lesh	1

MOTOCROSS
AME South
Miramar, Calif.
May 6, 1973

100 BEG	
Tom Robbins	Yam
Gary Bezer	Yam
Kevin Wherry	Yam
125 BEG DIV I	
Scot Prante	Suz
Tracy Trup	DKW
Dan Hendricks	Mon
125 BEG DIV II	
Steve Corey	Hus
Tom Settle	Yam
Terry Turner	Suz
250 BEG	
Bob Totten	CZ
Jeff Powell	Mai
Harry Tachiki	Hus
250 NOV	
Mark Armstrong	Yam
Mike Long	CZ
Ron Dumas	CZ
OPEN BEG	
Charles Shelsky	Yam
Ron Habecker	Mai
Howard Fincher	Yam
250 EX	
Brad Brown	CZ
Mark Maruniak	CZ
OLD TIMER	
Skip Prante	—

SCRAMBLES
Pioneer Rodeo Grnds.
Santa Rosa, Calif.
May 6, 1973
by Bill Spencer

MINI A	
Larry Dunnigan	Hon
Steve Lucero	Ind
Randy Mamola	Ind
MINI B	
Jeff Mason	Yam
Mark Vaughn	Yam
MINI C	
Steve Orozco	Yam
Shawn Cody	Yam
MINI D	
Bill Arbogast	Hon
Pat Burrola	Hon
MINI E	
Curtis Vick	Yam
Ben Zakarian	Cha
100 NOV	
Roger Rush	Suz
Rich Woods	Kaw
John Pittman	Kaw
125 NOV	
Mile McFarren	Hon
Nick McBride	Suz
Steve Terry	Bul
125 JR	
Mickey Wissner	Pen
Danny Rackley	Suz
Ricky Pappas	DKW
125 EX	
Pat DeBernardi	Bul
Steve Hollingsorth	Suz
175 NOV	
Ron Beck	Yam
Ken Jackson	Yam
200 NOV	
Mike Maguhi	Suz
Joe Minor	Bul
200 JR	
Ken Brown	Pen
Mike Ihrig	Bul
250 NOV	
Barry Lawerence	Yam
Pete Finney	Yam
Norm Bentley	Kaw
250 JR	
Danny Rackley	Suz
Dennis Tyhurst	Yam
250 EX	
Carl Yerby	Hon
Ken Cave	Hon
Ted Davidson	Bul
OPEN NOV	
Art Jones	Mon
Steve Wallace	Mai
OPEN JR	
Steve Burgess	BSA
Carter Fisher	Tri
OPEN EX	
Mark Asbill	Kaw
Ray Huff	Suz
Dennis Sims	Suz

HRA TT &
HALF-MILE
395 Cycle Park
Adelanto, Calif.
May 6, 1973
by Imogene Reese

TT	
100 NOV	
Darren Penrod	Kaw
Jay Bales	Kaw
Toby Sweaney	Kaw
125 NOV	
Lance Baldwin	Yam
Eddie Drake	Kaw
Craig Dale	Car
250 NOV	
Jim Nasek	Bul
Dusty Behrman	Bul
Gordon Moore	Yam
OPEN NOV	
Lonnie Martin	Tri
Steve Gardner	Yam
Jim Nasek	Yam
MINI	
Larry Penrod	
Shawn	Yam
Chuck Brittle	Yam
125 AM/EX	
Terry Griner	Yam
Bob Gregor	Yam
250 AM/EX	
Terry Griner	Yam
D. Butterfield	Yam
J. Riggen	Bul
OPEN AM/EX	
Earl Roloff	Yam
Jim Steinback	Yam
Bob Hansen	Kaw
HALF-MILE	
100 NOV	
Darren Penrod	Kaw
Toby Sweaney	Kaw
Jay Bales	Kaw
125 NOV	
Albert Renz	Yam
Lance Baldwin	Yam
Brian Coakley	Yam
250 NOV	
Dusty Behrman	Bul
Jim Nasek	Bul
Gordon Moore	Yam
OPEN NOV	
Jim Nasek	Yam
Lonnie Martin	Tri
Mark Fitzgerald	Yam
MINI	
Larry Penrod	—
Chuck Brittle	—
John Biles	—
100-125-250 AM/EX	
Terry Griner	Yam
Rick Lizardo	Bul
Steve Scott	Bul
OPEN AM/EX	
Earl Roloff	Yam
Jim Steinback	Yam
Pat Dale	Tri

TT
Elsinore Rcwy.
Elsinore, Calif.
May 5, 1973

MINI	
R. McIntyre	Yam
T. Imgolia	Yam
100 NOV	
J. Horton	Yam
L. Pettit	Yam
125 NOV	
M. Koni	Yam
C. Jones	Yam
250 NOV	
S. Wybenga	Bul
L. Parker	Mon
500 NOV	
R. Brown	CZ
S. Bodkin	BSA
SPEC N	
R. Brown	CZ
R. Greer	Kaw
100/125 AM/EX	
T. Mitchell	Yam
E. Engen	Yam
250 AM	
J. Newguest	Mon
B. Berry	Yam
250 EX	
R. Sexton	Yam
M. Prescott	Yam
500 EX	
R. MacEwen	Yam
J. Sperry	Suz
SPEC EX	
M. Prescott	Yam
R. Sexton	Yam
SWEEPSTAKES	
R. MacEwen	Yam

ULTRA TT SCRAMBLES
Point Standings D-36
As of Apr. 29, 1973
by Dick Kouns

1.	W. Whisenant	338
2.	V. Mead	287
3.	R. Murray	254
4.	J. Erickson	252
5.	R. Naymola	250
6.	D. Nicol	218
7.	T. McWhorter	111
8.	R. Whisner	111
9.	J. Dannenberg	106
10.	R. Bird	105
11.	C. Summers	102
12.	J. Lee Wood	100
13.	J. Middleton	98
14.	C. Shook	88
15.	T. Fisher	87
16.	D. Edge	81
17.	T. Ochoa	68
18.	M. Upton	67
19.	S. Lyons	66
20.	B. Haycock	64
21.	E. Lawson	55
22.	D. Honore	50
23.	S. Nicol	50
24.	J. Mulkey	49
25.	S. Sisco	47
26.	K. Johnston	41
27.	B. Smith	41
28.	L. Lambert	40
29.	R. Monroe	39
30.	M. Minnig	31
31.	C. Jones	28
32.	J. Springman	27
33.	R. Younger	24
34.	G. Evans	21
35.	E. Beeson	17
36.	K. G. Honore	16
37.	S. Pergin	15
38.	R. Milner	13
39.	W. Rainey	12
40.	C. Morland	10
41.	D. Young	10
42.	D. Boone	8
43.	B. Jarnagan	8
44.	J. Gough	8
45.	K. Laughery	8
46.	J. Nied	8
47.	C. McClintock	7
48.	R. Miller	7
49.	D. Quintard	7
50.	B. Matherson	6
51.	J. Stiemsma	6
52.	J. Bales	5
53.	T. Bowers	5
54.	C. Carroll	5
55.	R. Lynch	5
56.	L. Monroe	5
57.	A. Blanks	4
58.	G. Ross	3

ULTRA TT SCRAMBLES
Club Point Standings

1.	Lt. Wt. M.C.	143
2.	T.T.M.C.	10
3.	Gripsters	8
4.	Prospectors	8

MINI MOTOCROSS
Helvetia Park
Sacramento, Calif.
Apr. 29, 1973
by Pat Upton

60cc DIV I	
Steve Lucero	Ind
Jonathan Haan	Chi
Jimmie Sisemore	Ind
60cc DIV 2	
Mark Shumate	Yam
Phil Bakarich	Yam
Mark Sturgeon	Yam
Kelly Graham	Yam
Mark Vaughn	Yam
60cc DIV 3	
Roger Boyer	Yam
Scott Allen	Yam
John Bratten	Suz
Bradley Buckman	Yam
Deake Lyndall	Yam
80cc DIV 4	
Ronnie Kasper	Hon
Troy Cummings	Hon
Marvin Honeycutt	Hon
Dan Pogue	Hon
80cc DIV 5	
Roy Seiler	Hon
Jim DaPrato	Ind
Tommy Green	Yam
Jimmy Graham	Yam
100cc DIV 6	
Scott Henry	Ste
Pat O'Donnell	Suz
Bruce Baker	Ste
Don Cantaloupi	Ste
Ron Combs	Ste
100cc DIV 7	
Ken Boswell	Yam
Tim McKinzie	Yam
Jimmy Stassi	Kaw
David Upton	Yam
Jim Sylva	Suz
HIGH POINT	
TROPHY WINNERS	
DIV 1	
Steve Lucero	Ind
DIV 2	
Mark Shumate	Yam
DIV 3	
Roger Boyer	Yam
DIV 4	
Troy Cummings	Hon
DIV 5	
Roy Seiler	Hon
DIV 6	
Ronald Combs	Ste
DIV 7	
Ken Boswell	Yam

TT SCRAMBLES D-36
Point Standings
Lt. Wt.
as of Apr. 29, 1973
by Dick Kouns

1.	C. Soderstrom	660
2.	S. Smith	650
3.	M. Myers	580
4.	J. Sprague	440
5.	J. Wright	437
6.	H. Cheetwood	421
7.	S. Fortune	415
8.	R. Hailey	335
9.	J. Monohan	327
10.	L. Thompson	317
11.	S. Okuda	307
12.	L. Quintard	306
13.	S. Bales	295
14.	J. Clark	277
15.	D. Grigsby	265
16.	D. Mason	260
17.	M. Reichert	260
18.	D. McWhorter	253
19.	S. Ludwig	244
20.	D. Perrault	201
21.	B. Lynch Jr.	189
22.	D. Hannon	185
23.	D. Remp	183
24.	J. Sexton	175
25.	T. Avoian	172
26.	J. Courll	168
27.	E. Engen	168
28.	K. Johnson	166
29.	D. Waffle	152
30.	D. Hilton II	150
31.	J. Sargent	143
32.	T. Pruitt	129
33.	D. Frauenberger	126
34.	R. Barnes	112
35.	R. Sawyer	97
36.	B. Butt	95
37.	S. Nicol	95
38.	F. Schnetz	91
39.	J. Springman	91
40.	D. Meyer	89
41.	S. Colford	87
42.	M. Beck	86
43.	D. Butterfield	86
44.	R. Draudt	85
45.	K. Doyle	82
46.	R. Smith	77
47.	S. Stiemsma	76
48.	J. Lewis	75
49.	B. Garcia	70
50.	R. McLeod	70
51.	R. Hoggard	69
52.	R. Warren	69
53.	D. Hansen	67
54.	R. Kelbel	67
55.	S. Cristy	66
56.	C. Petty	66
57.	D. Rees	66
58.	B. Bartels	65
59.	D. Galliot	65
60.	S. Hein	65
61.	D. Reese	65
62.	A. Hauser	64
63.	J. Connolly	61
64.	V. Maxwell	61
65.	K. Miller	61
66.	T. Griner	60
67.	D. Hockie	60
68.	B. Tolson	60
69.	M. Stoner	58
70.	G. Johnson	57
71.	T. Mitchell	57
72.	L. Bird	56
73.	J. Pennington	56
74.	V. Hannon	55
75.	R. Marquis	55
76.	B. Mills	55
77.	B. Searcy	55
78.	D. Aguirre	54
79.	L. Bryant	51
80.	M. Kohl	51
81.	R. Naymola	48
82.	B. Beeson	40
83.	C. Gann	40
84.	R. Kouns	40
85.	R. Roderick	40
86.	R. Martinez	37
87.	D. Connolly	36
88.	C. Dennen	36
89.	R. Gamble	36
90.	C. Little	36
91.	W. Scales	36
92.	G. Mitchell	35
93.	R. Allopenna	33
94.	L. McLarty	32
95.	G. Wilhite	31
96.	B. Baldwin	30
97.	T. Doty	30
98.	W. Klaers	30
99.	W. Moss	30
100.	J. Rees Jr.	30

LT. WT. TT SCRAMBLES
Club Point Standings

1.	Sandak	647
2.	Simi Valley	453
3.	Lt. Wts	336
4.	Gripsters	285
5.	Dirt Diggers	83
6.	S.B.V.M.C.	79
7.	Prospectors	70
8.	Powder Puff	36
9.	T.T.M.C.	10

MOTOCROSS
T-Car Speedway
Carson City, Nev.
Apr. 6, 1973

MINI	
Scott Rivers	Yam
Bill Buttram	Yam
100 NOV	
Keith Daviar	Hon
Bryan Thomas	Yam
David Mastalka	Suz
125 NOV	
John Clayton	Bul
Tony French	Suz
Jim Kelly	Ric
250 JR	
Gary Cerragioli	Hon
250 NOV	
Mark Marshall	Hon
Russ Schuler	Hus
Rick Benum	Hon
OPEN NOV	
John Ivins	Hus
Dick Buttner	Hus
Dennis Bergey	Hus

SAWMILL ENDURO
Upper Lake, Calif.
Apr. 15, 1973

	pts
125 A	
Jim Newsom	24
Dennis Lagomarsin	38
Jim Haire	40
Don Cantaloupi	48
125 B	
Clark Frentzen	42
Lanny Mayfield	42
Brian Manley	46
Agostino Quarisa	55
Gordon Bansemer	58
250 A	
Don Stover	24
Hawley Slayton	25
John Trout	30
Frank Showers	32
250 B	
Larry Olsen	20
Gary Fontaine	26
Allen Clemons	47
Bob Sorenson	49
David King	49
George Speer	49
Jack Pedersen	52
Milton Fandrich	56
Darrel Fandrich	59
Steve LehHeim	62
Dan O'Keefe	62
Fred Bellman	68
OPEN A	
John Krause	19
Bob Keyes	20
Marvin Hurlburt	21
Bob Mallarkey	23
Dick Sangalli	26
Ben Bower	29
OPEN B	
Craig Sangalli	20
George Hendrix	28
Ernie Miller	35
Ted Miller	43
Dennis Chakedis	47
Fred Corriea	48
Myles Ringle	49
Earl Cooksey	49
Brad Rice	50
Al Gregerson	50
125 C	
Dale Skelly	81
Dennis Curtain	83
Bert Stead	125
250 C	
James Chakedis	53
Robert Booth	69
L. J. Pearson	77
Robert Lughiani	78
Donald Goodrich	90
J. D. Janiec	96
OPEN C	
Phillip Erdman	34
Burce Anderson	56
William Kingery	64
David Bengston	73
POWDER PUFF	
Jackie Steele	175
Kim Slayton	51
Billy Chestnut	72
TEAM WINNERS	
1st	
Don Cantaloupi	48
Jim Newsom	24
George Newsom	36
2nd	
Frank Showers	32
Jerry Langseth	76
Red Cadwell	34
3rd	
James Thomsen	55
Ron Chenworth	94
Marvin Hurlburt	21
4th	
Rod Goehring	48
Merrill Rempher	68
Bruce Newman	71
5th	
Hawley Slayton	25
Jim Haire	40
Dave Adams	122

MOTOCROSS
Escape Country
Trabuco Canyon, Calif.
May 6, 1973

MINI 1st DAY	
Bob Tyron	Hon
Vince Ragsdale	Hon
Paul Lewis	Hon
Keith Baker	Hon
MINI BEG	
Viv Barton	Hon
Brian Chunn	Hon
MINI NOV	
Mark Garvey	Hon
Bob Quintin	Hon
MINI INT	
Duane Mapes	Hon
MINI EX	
Jeff Wilson	Hon
100 1st DAY	
Ian Pederson	Yam
Charlie Hjorth	Hon
Don Barmakian	Hon
100 BEG	
Jon Hewitt	Yam
Bryn Fender	Hod
Doug Hawke	Yam
100 NOV	
Mark Manley	Yam
Mark Freeman	Yam
Jeff Wilson	Hon
Marco Baljeu	Yam
Bob Quintin	Yam
250 INT	
Jeff Jennings	—
Richard Duncan	CZ
250 EX	
Bill Henderson	CZ
John Hynkiewicz	CZ
OPEN 1st DAY	
Robert Savage	Yam
Gary Harris	CZ
OPEN BEG	
Lon Wagner	CZ
Carl Thompson	Suz
OPEN NOV	
Tom Brockman	Suz
Mark Lisenby	Yam
Skeeter McMurray	Hus
Mike Peters	Mai
OPEN EX	
Dave Wilson	Yam
175 1st DAY	
Dan Duddridge	Yam
Mike Brantley	Suz
175 BEG	
Brian Kenner	Yam

RESULTS

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175 NOV
Chris Hegham Yam
POWDER PUFF
Kaye Hanna Yam
Kathy Peters Yam
Nancy Harris Yam
250 1st DAY
Oscar Brandi Mai
Gary Gogos Yam
Darrel Zimmer Yam
Gary Selby Yam
Steven Dean Oss
250 BEG
Jeff Larsen Suz
Joe Lindsey CZ
Rick Field Suz
Chris Conquer Suz
Jim Carroll Mai
Steve Howard Oss
Robert Mendenhall Yam
250 NOV
Nick Simmons Mai
Douglas Coburn Bul
Jim Ruth Hus
Steve Dalano Mai
Richard Smith Yam
Alvin Nicholson Hon
100 INT
Tracy Freeland Yam
100 EX
Davey Shifflett Yam
125 1st DAY
Ralph Thmure Hon
Tommy Gonzales Pen
Jack Tapp Puc
Rick Hutchinson Yam
125 BEG
Angel Posca Ric
Jeff Lewey Ric
Terry Sterrett Yam
Jake Koenig Hod
Bob Beauvais Suz
Jerry Sterrett Yam
125 NOV
Greg Weston Yam
Jim Smoot Suz
Dan Davis Yam
Jeff Mosby Suz
Scott Brown Car
John Radcliff Yam
125 INT
Jeff Snyder Hus
125 EX
Bill Henderson DKW
Kelly Owen Pen
Gary Elders Hod

SCRAMBLES
Oregon Sidewinders
Clackamas, Ore.
May 5, 1973
by N. A. Williams
BEG TROPHY DASH
Kenny Pitts Yam
A-MAIN
Kenny Pitts Yam
Tom Gelow Kaw
Dallas Greenslitt Suz
B-MAIN
Ken Tonsgard Hon
Keith Hinzman Kaw
C-MAIN
Terry Long Kaw
100 TROPH DASH
Jon Gladman Kaw
A-MAIN
Brad Smith Yam
Mike Carter Kaw
Jon Gladman Kaw
B-MAIN
David Mazour Yam
Alan Walker Yam
Gary Burnett Kaw
C-MAIN
Steve Rambo Yam
Donnie Gore Yam
200 TROPH DASH
Steve Eason Bul
A-MAIN
Steve Eason Bul
Don Dodge Kaw
Rick Waters Bul
B-MAIN
Rodney Jackson Bul
Marv Kennedy Bul
Terry Ward Suz
C-MAIN
Ricky Hill Bul
Leslie Blodgette Bul
250 TROPHY DASH
Curtis Dorn Bul
A-MAIN
Don Dodge Kaw
Curtis Dorn Bul
Diane Cox Suz
B-MAIN
Mike Jepson Yam
Robert Elder Hon
Rick Oliver Bul
C-MAIN
John Graham —
Mike Althouser Kaw
500 TROPHY DASH
Rupert Dykstra Bul
A-MAIN
Ruper Dykstra Bul
Bill Ehrens Kaw
Ron Denny Bul
B-MAIN
Steve Tofdahl Yam
Howard Bushman BSA
Dennis Armstrong Mai
C-MAIN
Mark Noren Yam
Jim Peasley Yam
OPEN TROPH DASH
Merlin Thomsen Tri
A-MAIN
Brad Taggart Tri
Merline Thomsen Tri
Steve McCabe Yam
B-MAIN
Jim Walden Yam
Dan Thomas Tri

MOTOCROSS
Moreno Valley M.C.
De Anza Cycle Park
Sunnymead, Calif.
May 5, 1973
MINI BEG
Kyle Parham Hon
100 BEG
Mike Elliot Suz
125 BEG
Dewayne Cornett Kaw
125 JR
Drew Belk Suz
175 BEG
Del Brummett Pen
Phillip Poirier Yam
175 JR
Dwayne Vanderby Yam
250 BEG
Chuck Hunt CZ
250 JR
Don Bazemore Hon
Barry Grotness Hon
OPEN BEG
Tyler Tollstrup Mai
Tom Hudson Hus
Ron Garrett CZ
Burke Tollstrup CZ

NMA MINIS
Indian Dunes
Valencia, Calif.
May 4, 1973
by Debi Whiting
PEE WEE EX
T. Paris
PEE WEE NOV
L. Stephenson
M. Spence
J. Stuart
MODIFIED
0-61cc 9-11 YRS
T. Gibson, Jr.
G. Licon
0-61cc NOV
12 & OVER
L. Sloane
R. Smith
B. Burns
0-81cc NOV
9-11 YRS
G. Walsh
S. Wilder
R. Smith, Jr.
J. Simons
0-81cc NOV
12 & OVER
Jon Shafer
Jeff Shafer
John Pennala
0-81cc EX
12 & OVER
R. Drage
J. Holley
W. Simons
M. Lewis
0-81cc NOV
12 & OVER
B. Recchia
S. Lodge
STOCK
0-61cc 9-11 YRS
K. Sturgeon
0-61cc 12 & OVER
C. Thomson
0-81cc 9-11 YRS
M. Pruntry
M. Marshall
0-81cc 9-11 YRS
S. Wilder
B. Strong
0-81cc EX
12 & OVER
G. Summey
M. Rosen
0-81cc NOV
12 & OVER
Jeff Shafer
Jon Shafer
K. Krikac
0-110cc OPEN
D. Tipp
B. Kline

R.A.C.E. MOTOCROSS
Corona Raceway
Corona, Calif.
May 5, 1973
by Dale Teubner
MINICYCLES
Harlan Kistler Hon
Todd Miller Hon
Roger Mueller Hon
SUPER MINI
John Gless Hon
Jim Ball Hon
Mike Bacich Hon
100 BEG
John Gordon Yam
John Clement Hod
Jim Carlson Yam
100 JR
Mike DePhilips Yam
Lance Felnagle Yam
Jeff Heigl Yam
125 BEG
Bob Hadley Pen
Blake Bunnell Yam
Robbie Wood Suz
125 JR
Jackson Kistler DKW
Scott Gordon Pen
Mark Wronski DKW
250 JR
Ron Adams CZ
David Rowley Hon
Rick Fifield Suz
250 BEG
Mike Smith CZ
Jeff Larson Suz
Bret Lockhart Yam
500 JR
Barry Watkins Yam
Randy Lester Gre
David Deiss Yam

D-36 ENDURO EX
Top 20 as of
April 29, 1973

1.	Jerry Jenkins	94
2.	John Krause	58
3.	Robert Rogstad	55
4.	Bob Keys	54
5.	Hawley Slayton	51
6.	Ben Bower	50
7.	Dick Sangalli	43
8.	George Johnson	36
9.	Jim Jenkins	34
10.	John Nelson	33
11.	Jim Newsom	28
11.	John Troutt	28
11.	Milligan	28
12.	Bob Marllarkey	24
13.	Erickson	22
13.	Conrad DeAlba	22
13.	Ralph Hamilton	22
14.	Glen Clinton	20
14.	Fuller	20
14.	Geroge Newsom	20
14.	Don Stover	20
15.	Ken Carman	18
16.	Tom Patton	16
17.	David Jensen	14
17.	Vern Weldy	14
18.	Red Cadwell	13
18.	Frank Showers	13
19.	Fred Turner	12
19.	Rick Blanke	12
20.	Jim Pleck	10
20.	Gary Covell	10

MINIS
Trojan Speedway
Southgate, Calif.
May 1, 1973
by Donna Zimmerman
PEE WEE BEG
Dawn Andersen Ind
Brett Melon Ind
Gary Thompson Ind
PEE WEE
Tracy Smith Ind
Rudy Dickinson Ind
Kurtie Hendrickson Ind
1-3HP MINI
Randy Bennett Tar
Steve Moore Gem
Steve Zimmerman Tar
9-11 JR
Danny Kyser Yam
Glen Licon Yam
Debbie Hughes Yam
9-11 SR
Jimmy Simmons Hon
Dawn Andersen Hon
Steve Zimmerman Yam
11 SR
Jim Holley Yam
Jimm Simmons Yam
Gareg Emyant Hon
12 YR SR
Joey Tucci Hon
Ricky Simmons Hon
Rick Heckler Hon
13 AND UP
Renee Payen Hon
Todd Peterson Ind
Mike Bruno Hon
FLAT TRACK JR
Rex Smith Ind
Dennis Kunkel —
Ricky Smittle Yam
FLAT TRACK SR
Renee Payen Hon
Joey Tucci Hon
Jim Holley Yam

BLACK PLATE
POINT SCRAMBLES
Sonoma-Marin Frgrnds.
Petaluma, Calif.
May 4, 1973
by James Brammer
WOMEN
Linda Dolcini Suz
Paty Foley Suz
Kathy Cromwell Yam
100 NOV
Brad Kotsaris Suz
Kim Wilson Hod
Richard Biggs Yam
125 NOV
Doug Deynolds Yam
Eddie Lopus, Jr. Yam
Tom Cass Suz
200 NOV
Larry Morrison Bul
Brian Stedman Bul
200 JR
Mike Johnson Hon
Wade Boyd Suz
Johnny Deatherage Yam
250 NOV
Reggie Jackson Hon
Bill Shura Yam
Tom Fleming Bul
250 JR
Luther Holbrook Yam
Bill Bisel Suz
Brian Koga Suz
250 EX
Mike Allen Mon
Larry Drew Oss
Ron Kole Yam
OPEN NOV
David Horre Bul
Lynn Valerro BSA
OPEN JR
Brian Koga Suz
Mike Bremel Bul
Chris Hudson Bul
500 EX
Ron Kesler Suz
Jim Saitone Mai
Allen Yarrow Yam
OPEN EX
Conrad Saxelby Tri
Rick Otto Tri
Dave Dotson Tri

SHORT TRACK
Vallejo Speedway
Vallejo, Calif.
May 5, 1973
by James Brammer
100 NOV
Gary Mazzoleni Yam
Brad Kotsaris Suz
Bill Norton Yam
125 NOV
Craig Van Dale Suz
Jeff Cella Suz
Kevin Garyson Bul
125 JR/EX
Mike Faria Yam
Bob Stuscavage Kaw
Joe Carando Bul
200 NOV
John Kresha Bul
Ken Peschel Bul
Jim Johnson Hon
250 NOV
Gary Montgomery Bul
John Neuenburg Bul
Bill Montagne Oss
250 JR
Chris Hudson Bul
Brian Brown Bul
Ron Sarver Bul
250 EX
Dennis Robinson Bul
Ron Davies Bul
John Guglielmetti Yam

R.A.C.E. MOTOCROSS
Corona Raceway
Corona, Calif.
May 4, 1973
by Dale Teubner
MINICYCLES
Scott Tipton Hon
Harlan Kistler Hon
Jack Browning Hon
SUPER MINI
David Oller Hon
Ladell Eide Ste
Tom Schoney Hon
100 JR
Richee Collins Pen
Dan Smith Pen
Mark Manley Hod
125 JR DIV I
Bill Glore DKW
Bill Noble Pen
Jackson Kistler DKW
125 JR DIV II
Bill Diesel Pen
Jack Boles Mon
Pat Alexander Pen
250 JR DIV I
Rusty Spencer Yam
Mike Chval Yam
Lee Evans Yam
250 JR DIV II
Jeff Jarvi Yam
Gary McNeal Yam
Jack Ausmus Yam
500 JR
Mark Rawley CZ
Mike Byers Kaw
Gary Cox Mai
125 INT
Allan Tilford Nog
Rick Wispman Pen
500 INT
Jack Hazard Yam
Pete Smith Bul
Gary Standridge CZ
500 SR
Rex Staten Mai
Dennis Chandler CZ
Ray Topham Bul

TT & HALF-MILE
H.R.A. Point Standings
As of May 5, 1973
Adelanto, Calif.

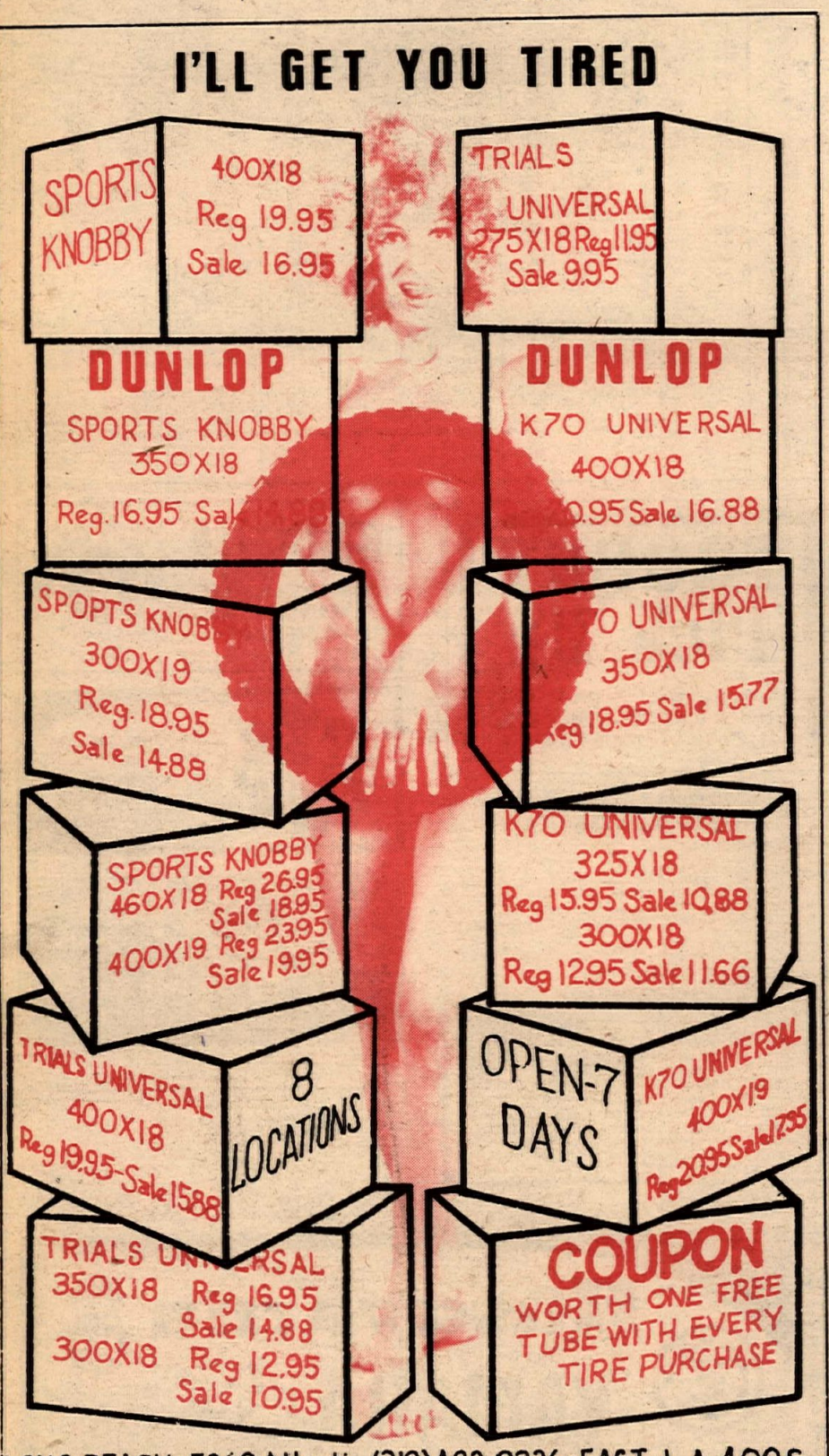
Terry Griner	166
Brian Coakley	161
Mike Laney	150
Jay Bales	142
Jim Nosek	138
Pat Dale	132
Richard Lizardo	120
Toby Sweaney	119
Scott Walker	115
Lonnie Martin	110
Gary Evans	101
Thomas Howe	98
Rip Sweaney	94
Steven Storz	93
Bruce Foley	90
Albert Renz	89
Steven Gardner	86
Tim Doland	83
Terry Statum	80
Jim Steinback	78
Bob Gregor	74
Earl Roloff	72
Dan Rees	71
Larry Patton	67
Thomas Walker	66
Terry Wyrembek	63
Geroge Hicks Jr.	61
Bobby Sanders	57
Patches Bodehnamer	54
Brian King	52
Chris Morland	52
Don Tallman	51
Dennis Curd	51
Eddie Drake	48
Craig Dale	48
Robert Lien	48
Ronald Paris	47
Ron Flury	47
Jay Fisher	47
Curtis Barker	44
Darren Penrod	40
Randall Bowsman	33
Jeff Cesmat	32
Mark Fitzgerald	32
Gordon Moore	30
Lance Baldwin	30
Brent Knaver	30
Thomas Worfolk	30
Jim McBurney	29
Craig Robinson	27
Kelly Suprlice	26
Clair Moors	26
Bill Cain	24
Eddie Mitchell	22
Tom Anson	22
Mike Everhaus	22
Mike Dannell	22
Thomas Warne	18
Keith Edwards	18
Bob Strom	18
Bud Broadhead	16
Jared Adams	16
Greg Wilburn	16
Larry Lambert	16
Diane Goularte	14
Norman Werner	14
Dave Laughmiller	14
Ray Baca	12
Larry Eey	12
John Evans	10
Bobby Trout	9
Jim McCracken	8
Tim Teneyck	8
Dana Settler	8
Richie Volk	8
James Roderick	8
Craig Roloff	8
Ronnie Byars	7
Frank Vasquez	7
Roger Dehne	6
Jeff Zwoster	6
Doug Sherman	5
Charles Ptaschek	5
Mark Delaney	4
Jim Beck	4
Gary Powell	3
Bill Thompson	3
Harry Fisher	2
Frank Tumbiola	2
Walt DeBruyn	1
Duke Wyrembek	1

MOTOCROSS
Spillway Park
Inter-AM Qualifying
Apr. 18, 1973
by Mike Anderson
OPEN PRO
Pierre Karsmakers Yam
Rex Staten Mai
John DeSoto CZ
Lars Larson Mai
Mike Runyard Suz
Jim West Hus
Rich Burgett Hus
Sherman Schneller CZ
Pete Maly CZ
250 PRO
Tim Hart Yam
Rich Thorwaldson Suz
Bryar Holcomb Bul
Tom Rapp Bul
Dave Longcar CZ
Bill Grossi Mon
Gaylon Mosier Mai
John Franklin Hon
Greg Robertson CZ
125 JR
Joe Genouese DKW
Pedro Nunez Yam
Bob DeVanter Yam
125 INT
Mike Wickersham Suz
Butch Linden Bul
125 EX
Jack Keese Bul
250 INT
Scott Hardesty Hon
250 JR
Dan Reeser Hon
Mike Cook Suz
Steve Adulfo Yam
250 EX
Dave Czerwinski Mai
Pat Legge Mai
Mark Taylor Mai
OPEN JR
Wesly Ayres CZ
Guy Presson Mai
OPEN INT
Dan Hensly Mai
OPEN EX
Milian Garrett Hus
Chuck Czerwinski Mai

PRO TT
Oregon Sidewinders
Clackamas, Ore.
May 4, 1973
by N. A. Williams
NOV TROPHY DASH
Ron Chesney Yam
NOV MAIN
Randy Scism Hon
Ron Chesney Yam
Bill Oliver Bul
Koler Kanistanaux Hon
Don Smith Yam
Tony Nova Bul
Brian Taggart Kaw
Neil Miller Bul
Bill Ehrens Kaw
Ron Denny Bul
JR TROPHY DASH
Doug Lien Tri
JR MAIN
Doug Lien Tri
Ricky Graves Tri
Alan Mundt Tri
Don Dodge Kaw
Charlie Brown Tri
Robert Branam Yam
Dave Edwards Tri
Jerry Newman Tri
Larry Fotheringill Tri
Paul Southard Tri
Ken Goroski Yam
Mike Yoder Tri
EX TROPHY DASH
Eddie Herrmann Tri
EX MAIN
Eddie Herrmann Tri
Randy Skiver Tri
Jim Jones Tri
Pat Marinacci Tri
Chuck Joyner Tri
Ike Reed Tri
Steve Baker Yam
Al Blackbury Tri
Mike Hanula Tri
Ross Roberts Tri
Jimmy Smith Tri
Darrel Cotton Tri

SHORT TRACK
Fremont Raceway
Fremont, Calif.
May 4, 1973
by Bill Spencer
250 EX
Al Kenyon Bul
Mark Protz Bul
Pat McCaul Oss
250 JR
Al Medoza Bul
Mike Sexton Bul
Dan Young Yam
250 NOV B
Greg Ragon Suz
Dave York Yam
Mike Sterling Yam
250 NOV A
Rick Dalla Bul
Dorrey Ingoglia Yam
Chuck Doziour Oss
200 JR
Jim Ingoglia Bul
Eric Johnston Bul
Tracy Dawson Bul
200 NOV
Rick Silva Bul
Fred Willis Bul
Norm Stout Bul
175 NOV
Bill Hale Yam
Bob Miller Bul
125 EX
Mark Smith DKW
Lee Seidel Yam
Matt Carothers Yam
125 JR
Mark Allen Hod
Bob Miner Bul
Tom Flaherty Bul
125 NOV
Jorn Nielson DKW
Joe Orum Bul
Manuel Baptista Yam
Craig Robinson Yam
100 JR
Steve Williamson Yam
Ed Clark Kaw
100 NOV
Rich Hughes Yam
Tom Weidel Hod
Henry Rivera Kaw

I'LL GET YOU TIRED



LONG BEACH 5869 Atlantic (213) 423-9236 • EAST L.A. 400 S. Atlantic (213) 264-4107 • PASADENA 1890 E. Colorado (213) 793-4226
HAWTHORNE 12942 Hawthorne (213) 676-8202 • HARBOR CITY 1290 W. Pacific Coast Hwy (213) 530-0904
WESTMINSTER 13682 Beach (714) 893-4450 • SAN BERNARDINO 473 W. Baseline (714) 888-2505 • SAN DIEGO 5005 El Cajon (714) 582-2290
CYCLE PARTS GOOD STUFF

THE BIXBY HILL B-X

Spills were infrequent, embarassing. Few tires boasted any tread pattern.

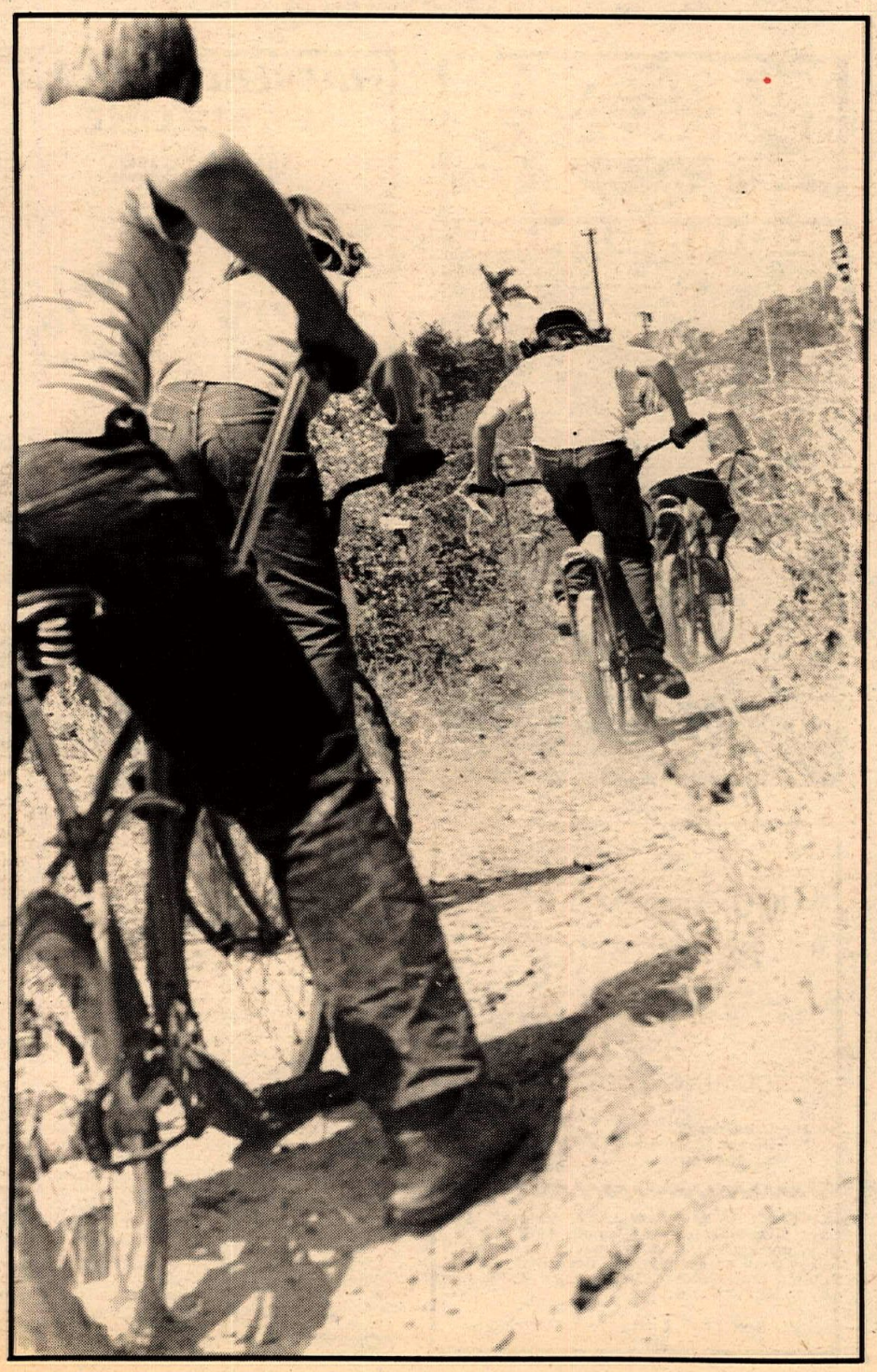
Entrepreneur Scott Breithaupt conducts the Saturday services. Riders meeting was the nosiest part of the show, except for cheers from the mudhole spectators.

by Chuck Clayton

LONG BEACH, CAL., Any Saturday – Around the corner from where I live when I'm home is a huge, hilly lot, owned by Lewellyn Bixby, which is destined no doubt for some tickytack future. Meanwhile, the local kids use it like a big, unsupervised playground. A Long Beach Police helicopter used to fly around once a week, broadcasting city ordinances to the Bixby Hill motorbikers, and I would always call the station house to report a noisy helicopter in the vicinity. Something must have worked. They aren't hovering over the kids there as much as they did.

Maybe one of the reasons is that the Bixby Hill gang is now into what they call "Bicycle-Cross (B-X)" or "Sting Ray Racing", which is so new that it sends the centurions back to the statute books, scratching their heads. B-Cross is so new that there are no laws against it!

And it is neat, too. What it is is motocross on bicycles. Every Saturday a junior high school promoter named Scott and his friends sign up about 80 pedal pushers. For his 25 cents or 50 cents entry fee the Bixby BUMS, as Scotty calls them (for Bicycle Unlimited Motocross Society), classes each rider. (Younger kids are "Beginners" or "Novices" and pay the smaller fee. Teenagers are "Experts" and get to run for prize money.) The rider is provided with a pie plate number and matched with his peers in a series of heat races around a bannered, 100-yard course featuring several jumps, a serious downhill and a bathtub-size mudhole watered by BUMS carrying five-gallon cans. Winning is worth money or trophies and honor ribbons.



In short, it is motocross without motors, without ambulances and without any grownup help of any kind.

Watching the sport, I was teleported back to the 1950's, to Rusty Nails, Gearbox Flats, Coyote Hills – places not far from Bixby Hill – when Scrambles began in America. There was the same "ride it there, race it, ride it home" easiness as this bicycle thing, in the beginning.

The machines are predominantly stripped Stingray bicycles, which cost $50 or $60 new. Knobby tires are about $4.95, and a 2-speed hub is about $20 used, if you can find one. A large number of the bicycles are fitted with real MX handlebars, at some $10 a throw.

These innocent days are numbered, naturally. One clever dad told me he is building his son a supertrick B-Xer "with an alloy crank, Senator frame and a Sturmey-Archer 3-speed hub."

Uniform of the day was Adidas shoes, Levis and T-shirts. Helmets are not needed and are never worn. No girl riders were present the day I was there.

The riders line up by class on a distant starting line and pedal like mad to the first jump, dropping onto a long, steep downhill, followed by a smooth uphill left sweeper, a jump over (or into) the mudhole and a bumphy uphill left, right, left and down the big hill again. "Watch Goldsmith," a young familiar advised me, indicating a lanky pre-teenager pedalling toward the downhill jump. The lad did a beautiful "Brad Lackey" sideways cross in midair and hit the ground spinning his feet like fury.

I enjoyed spectating, and when a youth offered to let me try his bicycle, I had to give it a ride. The thing seemed to weigh about nothing. My knees smacked the handlebars as I pedalled, and my seat was located about a yard behind the bicycle's. It felt not at all like a motorcycle. I wish the BUMS had been around about 25 years ago, when I was King of the Whittier Dump on my Hawthorne!

Regularly Scheduled EVENTS

ATTENTION PROMOTERS:
For Listing in this column call or write:
CYCLE NEWS
Box 498, Long Beach, Ca. 90801
(213) 427-7433

EVERY SATURDAY NIGHT

Perris Raceway T.T. Scrambles. Gates open 5:00 pm. Sign-up closes 7:30 pm. All classes. Members $3.50. Non-members $4.50. Silencers required. Limited entries due to curfew. Info. (714) 657-3678.

EVERY SATURDAY NIGHT

Elsinore Raceway TT Scrambles. Gate opens 4pm, sign up 5 to 7:30. Practice 6:30, race 8. Admission $1.50, Race $2. Camping Free. Sunday Practice $1 per bike, silencers required.

EVERY SATURDAY

MORENO VALLEY M.C. Beginners and Juniors Motocross, Gate $2.00, Entry $4.00, Sign in 7:30, Race 9:30. All classes. 33% Trophies. De Anza Cycle Park, 3 miles past Sunnymead on U.S. 60. Take Theodore offramp to Ironwood and follow signs. Information: 714/653-2633.

EVERY SUNDAY

TT Motorcycle races at BEARDSLEY Raceway. Gates open at 10am, practice at 11. Race at 12 noon. For Info call 602-276-9401.

FIRST & THIRD SUNDAYS

Motocross Deadman's Point, Apple Valley, Ca. All classes. Gates open at 7:30 am. First race at 9:30 am. Practice 8 am to 9 am Gate $2.00, Entry $2.50 memb. $3.00 non-member. Silencers required. Three number plates PLEASE. Info call 714-247-7473.

EVERY SUNDAY

Motocross, Rawhide Park, Elsinore, Calif. All Classes. Gates Open 5:00 A.M. Sign Up 7:00 A.M. For Information call: (213) 921-5466.

FIRST & THIRD SUNDAYS

Motocross. Lake Dolores, approx. 15 mi. east of Barstow off Las Vegas Fwy, I-15, take Minneola off ramp. Limed. 7:30am sign up. 9am race. $3.25 ride, $1.50 & .75 watch. Primitive camping. Swimming, fishing. For info call 714-347-3185.

USMRC EVERY FRI. NIGHT

El Toro Speedway. USMRC Required ($5). Cash for Experts. Trophies for Juniors and Intermediates. Pit Gate opens at 5 P.M. Practice at 6 P.M. First Race at 7 P.M. Further Info.: (714) 621-3264, (714) 830-8050, (714) 629-0987.

NORCO LITTLE LEAGUE

presents

60-mile FAMILY ENDURO
20% Trophies & Finisher Pins
100% Trophies to Minis and P.P.
JUNE 10

All class sizes Plus 16 & under, over 35, Husband and Wife, Father and Son. Mail entry $7 Post $8 all entries tax deductable. Red Mtn. area. Limed from Hwy 395 & Trona Turnoff.

DESERT POKER RUN
$1.00 Entry

Entry blanks available at Motorcycle Dealers Advertised in Cycle News.

Norco Little League
3212 Melanie
Norco, Ca 91760
(714) 737-4337

NATIONWIDE CALENDAR

May 19

ISDT QUALIFYING ROUND, Pacific Northwest Trails Assoc. Box 131, Weston, Ore. 97886.

May 20

AMA NATIONAL ENDURO, Bristol, Virgina. 150 miles.

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Salt Lake City, Utah. Purse: $2,000.

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Pocono, Pennsylvania. $1,800

AMA NATIONAL MOTOCROSS, Memphis, Tennesse. $5,000 purse.

HALF-MILE, San Jose, Cal. $12,000 purse.

May 27

AMA NATIONAL ENDURO, Columbus, Ohio. 250 miles.

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Phoenix, Arizona. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Clifford, Pennsylvania. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Linnville, Ohio. $2,500

May 28

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Proctorville, Ohio. $2,000

June 2-3

AMDRA NATIONAL DRAGS, Sanair Dragway, C.P. 222, St. Pie, Co. Bigot, Quebec, Canada. Purse: $10,000.

AMA NATIONAL MOTOCROSS, Atlanta, Georgia.

June 3

AMA NATIONAL ROADRACE, Atlanta, Georgia. $25,000 purse.

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Midland, Michigan. $1,800

AMA MOTOCROSS QUALIFYING ROUND, determines starters for Inter and Trans AMAs. Lenhartsville, Pennsylvania. $1,800

June 9

AMA NATIONAL HALF-MILE, Louisville, Ky., $12,000 purse.

NATIONAL CHAMPIONSHIP MOTOCROSS, Laurelville, Ohio. Purse: $5,000.

June 23-24

ISDT QUALIFIER, Holiday Inn, Barstow, Cal. 200 mi each day. Entries from John Mussin, 744 Doan Dr., Burbank, Cal. 91506.

June 24

INTERNATIONAL CHAMPIONSHIP MOTOCROSS, Carlsbad, Cal. The American Grand Prix.

TUES., MAY 15

TT, Corona Rcwy, Corona, Cal. Open: 5, minis: 6, sign by: 7, race: 7:30. 714/735-1705.

VIEWFINDERS GP ENTRIES, are still open. Get 'em in. Send $10 to Viewfinders GP, 17625 Westbury Dr., Granada Hills, Cal. 91344. Close June 15.

WED., MAY 16

SHORT TRACK & HALF-MILE, Corona Rcwy., Corona, Cal. Open: 5, minis: 6, sign by: 7, race: 7:30. 714/735-1705.

FRI., MAY 18

MOTOCROSS, Corona Rcwy., Corona, Cal. Open: 5, prac: 5:30, sign by: 6:30, race: 7. 714/735-1705.

PRO TT, Oregon Sidewinders, 13500 SE Lawnfield Rd., Clackamas, Ore. 97015. Purse: $1,5000. AMA Open: 6:30pm, race: 8pm. 659-1022.

SHORT TRACK, Sonoma-Marin Fairgrounds, Washington & Payan St., Petaluma, Cal. Ride: $3, watch: $2.50. Sign: 5, prac: 6, race: 7:30. Nov: 100/125/200/250, Jr: 125/200/250/360, Ex: 250/360. 707/762-8581.

1/5 MILE SHORT TRACK, AMA, T-Car Speedway, Carson City, Nevada. Open: 7:30 pm, race: 8. 702/882-5030.

CMC MOTOCROSS, Irwindale Rcwy., Irwindale, Cal. Jr/Int: $5, Ex: $10, $390 purse. Sign: 4:30, prac: 6, race: 7:30. Adults: $3, 8-12: $1. 213/334-4949.

AME MOTOCROSS, Indian Dunes, Cal. Sign: 6pm, prac: 6:30, race: 8pm. Beg; Jr; Int; Sr; mini; oldster; pp. Post: $5 sptmn, $10 Sr. 20% trophies to sptmn, 100% back to Seniors. 213/675-1922.

SHORT TRACK, Fremont Rcwy, Cal. Open: 3:30, prac: 5, race: 6:30. $2.50 ride or watch. Class C. D-36.

D-36 MOTOCROSS, Placerville, Cal. Fairgrnds. Sign: 5:00, prac: 5:45, race: 7pm. Gate: $2.50, pre: $3, post $5. Hangtown MX, 4555 Auburn Blvd, Suite 3, Sacto., Cal. 94851. 916/481-6560.

AMA HALF-MILE REGIONAL CHAMPIONSHIP, Ascot Park, Gardena, Cal. Race: 8:30 pm. Purse: $3,000.

May 19 & 20

BAD ROCK TWO DAY TRIAL QUALIFIER. PNTA, Weston, Oregon. Mail $15 to PNTA, Box 131, Weston, Oregon 97886. No post. 400 miles in the big pine country.

CMC MOTOCROSS, McGill Park, Rncho Cordova, Cal. E on Hwy 50 right on Prarie City Rd, then right on White Rock Rd. Purse: $3,600. Sat: Sptmn. $6/$10 post. Pro: $20/$40 post. Entries close May 6. To Box 1348, Cupertino, Cal. 95014.

VIRGINIA CITY GRAND PRIX, Virginia City, Nev. Mail $10 to WSRA, Box 7244, Reno, Nev. 89502. Post: $25. Trophy and $250 silver bar. 702/322-8083 or 786-2385.

SAT., MAY 19,

AME MOTOCROSS, Indian Dune, Cal. Beg; Jr; Int; Sr; mini; oldsters; PP. Sptmn: mail $5, Sr: $10 to 23004 S. Washington, Hawthorne, Cal. 90250. Open: 6:30, prac: 8, race: 9. Post: $10/$15. 213/675-1922.

MOTOCROSS, Corona Rcwy., Corona, Cal. Beginners class. Open: 8, prace: 8:30, race: 9:30. 714/735-1705.

AMA AMATEUR SCRAMBLES, Oregon Sidewinders, 13500 SE Lawnfield Rd., Clackamas, Ore. 97015. 100; 200; 250; 500; Open. Sign and prac. by 6:45, race: 7 pm. 659-1022.

SHORT TRACK, Cycleland Spdwy., 14 mi S of Chico, at Hwy 99E and Gage Shippee Rd. D-36. Sign: 5:30, prac: 7, race: 8. 100(Nov), 200, 250. $2.50 ride or watch. 916/342-9302.

CRC MOTOCROSS, Arroyo Park, Devore, Cal. Beg/Nov/Int/Ex/Young/Old/PP/mini. 40% trophies same day. No memb. 714/688-1291 or 213/830-7519.

AMC SOUTH MOTOCROSS, Carlsbad, Cal. Prac: 8, race: 9. Mail $5 to AMC, Box 81518, San Diego, Cal. 92138. Memb. required.

MOTOCROSS, Saddleback Park, Orange, Cal. Beg; Nov; Jr; Sr; Ex; oldster; Mini. $5 post only. Ex: $10, 100% back. Open: 8, prac: 9, race: 10.

D-36 SCRAMBLES, Hayward, Cal. Sign: 4, prac: 4, race: 7:30. $2.50 ride or watch. 415/276-9086. Class C traction.

D-36 SCRAMBLES, Vallejo Spedwy, Cal. Sign: 4:30, prac: 5:30, race: 7:30. Gate: $2.50, race: $3. 100/125/200/250/Open. 707/644-0741.

DRA

Original D.R.A. Since 1971
DESERT RACING ASSOCIATION
Presents **a Hare Scrambles**

D.R.A. point run — 2-26 mile loops
Beginners — Nov - Ama —
Ex — P.P. & Mini
Finisher Pins — 20% trophies
$7.00 entry — Membership at sign-up
May 20 10am start
Limed from golf course — Calif. City
4/wheel rescue units — S.C.A.T. Radio's
Ambulance — Catering — Restrooms
Phone: 714-346-9335

DESERT RACING IS OUR BUSINESS

2nd Annual Memorial Day Desert Race
1-38 mile loop — DRA points
May 27, Start 9:30
Limed from Adelanto — 17 miles No. on Hwy 395
Everything else, same as above

Desert Racing Ass. Box 437
Rancho Mirage, Ca. 92270

INDIAN DUNES

AMERICAN MOTO-CROSS A.M.E. ENTERPRISES

SATURDAYS
Beg. Juniors Intermediates Seniors
PLUS
Mini Cycle, Old Timers & Powder Puff
SPECTATOR ADMISSION FREE
When accompanying a competitor to track.
100% PAY BACK TO SENIORS

May 19—Shad-Glen Track*
May 26—International Track*
June 2—Shad-Glen Track*

Silencers Mandatory. Regular Sportsman Classes $5 mail, $7 post. Seniors $10 mail, $12 post. No post entry fee to new members that join at track. $7 membership. All mail entries must be received no later than Friday's mail before each event. Gates open 6:30. Practice 8 am. Sign-up closes 8:45. First race 9 am. 3 A.M.E. number plates required.

MAIL ENTRY TO:
Indian Dunes M.X.
13004 S. Washington
Hawthorne, Ca. 90250
Phone (213) 675-1922 or 675-0521

INDIAN DUNES

AMERICAN MOTO-CROSS A.M.E. ENTERPRISES

FRIDAY NIGHT MX

A.M.E. MEMBERSHIP REQUIRED
Beginners, Juniors, Int., Seniors

PLUS

Minicycle, Old Timers & Powder Puff
NO MAIL ENTRY
Post entry at track $5.00 Sportsman classes. $10.00 Senior classes.
20% TROPHIES
100% PAY-BACK SENIORS
TRACK ADMISSION FOR ALL ADULTS
$2.00
Sign-up 6pm, Practice 6:30pm
1st race 8 pm
Info: 213-675-1922

CONTINENTAL MOTO·SPORT CLUB

UPCOMING RACE DATES

May	June
20—Saddleback	3—Saddleback
27—Bishop, Ca. $1,000 Purse	10—Carlsbad
	17—Saddleback
	24—Indian Dunes

SILENCERS MANDATORY. $5 mail, $10 post for Jr/Inters; $10 mail, $15 post for Ex. per class w/100% payback. Mail closes 5 days prior to event. CMC license and 3 No. plates req. Gates 6:30, practice 7:30, sign by 8:30, race at 9.

PO Box 1402, Costa Mesa, CA 92626

RAWHIDE PARK ELSINORE MOTOCROSS

100% pay back to experts, with $10.00 post

$6.00 post
June 10
40% TROPHIES

Beginners-Novices-Intermediates
Seniors-Powder Puff-Mini-Oldtimers

2½miles east from Hwy. 71-74 —
840 acres of family fun & motocross —
Open 7 days a week —
Course under sprinklers —
(213) 921-5466

American Moto Cross Club Inc.

FOR: BEGINNERS, NOVICES, JUNIORS & THOSE WHO HAVE NEVER RIDDEN IN AN EVENT

Presents

May 20—Carlsbad
May 27—Saddleback (non series)
June 3—Arroyo

WRITE FOR FREE INFO PACKAGE

Bike must have SILENCERS and 3 NUMBER PLATES. AMC membership required. Gates open at 6:30 A.M. Race starts 9:00 A.M. Entry by advance mail $5.00. Mail entry closes 2 days before event. Post $10.

P.O. Box 663, El Toro, Ca. 92630

—Calendar of Coming Events—

BICYCLE MOTOCROSS, 7th St. & Bellflower, Long Beach, Cal. Start: 10. Enter: $.25/.50. 100% payback to Ex & 20% trophies. Sidehacks, paperbikes & 10 speeds. No motorcycles.

MOTOCORSS, Escape Country, Trabuco Canyon, Cal. All classes $5.00 membership. $2.00 Pre/$5.00 Post. Experts $10.00 Pre/$15.00 Post. 100% payback to Ex. Gates open: 7 am. Practice: 8 am. Sign up by 8 am. Races start: 9 am. 714-586-7964.

AMC SOUTH MOTOCROSS, Carlsbad, Cal. Mail $5/$10 to Box 81518, San Diego, Cal. 92138. Post: $10, 100% back to Ex. Race: 9am.

SHORT TRACK, Santa Rosa, Cal. Benefit. Watch: $2. Sign: 4, prac: 5, race: 6:30. Class C traction. 707/838-2731.

TT SCRAMBLES, DeAnza Park, Cal. Sign: 8:30. Ride: $2.50. 714/687-3674.

BICYCLE RACES, Malibu Canyon. Start: 10 am.

SHORT TRACK, Monterey, Calif.

SUN., MAY 20,

CMA MOTOCROSS, Seaview Cycle Park, Salton Sea, Cal. Hwy 111 from Indio toward N Shore, left on Cleveland. Suzuki series. Enter: $4, watch: $1.50. Prac: 7:30, race: 9. 714/347-3185.

CMC MOTOCROSS, Saddleback Park, Orange, Cal. Sptmn: mail $5, Ex: $10 to Box 1402, Costa Mesa, Cal. 92727. Post: $10/$15, 100% payback. Open: 6:30, prac: 7:30, sign by: 8:30, race: 9.

SRA ENDURO, 2nd annual Big Colorado River Run Enduro on the banks of the River at Blue Water Marina in Parker. All classes and bike sizes welcome. 65 miles. Send 2 SASE & 8.50 ($7.50 members) to SRA Box 3882, Torrance 90510. 20% brass to be mailed & pins...info: 213/320-1015.

CRC MOTOCROSS TEAM RACE, Deadman's Point. Sign by 8:00 am. Post entry only $6. Two riders and two bikes (same engine size) per team. Each class races 1½ hours. Utilizes Grand Prix course. If you don't have a partner we will match you with someone.

HARE SCRAMBLES, DRA point run, California City, Cal., limed from golf course. 2-26 mile loops, finisher pins, 20% brass. Start time 10am. Entry $7, mail to DRA Box 437, Rancho Mirage, Cal. 92270. For info: 714/9335.

MOTOCROSS, Escape Country, Trabuco Canyon, Calif. All classes $5.00 membership. $2.00 Pre/$5.00 Post. Ex: $10.00 Pre/$15.00 Post. Special purse this race: 200% payback to Ex. Gates open 7am. Practice 8am. Sign up closes 8 am. Race starts 9 am. 714/586-7964.

MOTOCROSS, Lake Delores, Cal., 18 mi E of Barstow, off L.V. Fwy. Barstow MC. Sign: 7:30, prac: 8, race: 9. Enter: $3.25. Gate: $1.50. Camping & swimming.

D-31 MOTOCROSS, Arizona Desert Rcwys., 35 mi W of Phoenix on Hwy 80, S on Airport Rd. Sign: 7, prac: 8, race: 10. Enter: $6, watch: $2. Nov/Am/Ex/PP/minis. 100/125/250/Open, Hacks and oldsters.

HARE AND HOUND, D-37, limed from Hwy 395 & Trona Rd. Start: 10am. Enter: $5.50. Badger MC 1st Annual Cop-out. Trail Nov all the way.

HALF-MILE AND TT, 395 Cycle Park, Adelanto, Cal. HRA. No memb. Sign: 10. Gate: $1.50, enter: $2.50. 1/3 trophies. 714/246-6109.

AFM ROAD RACE, Riverside, Cal. Pre: $10 to AFM, 2754 Monterey Rd., San Marino, Cal. 91108. Sidecars: $15. Add $5 per bike. Open: 7am. 213/799-3237.

ROUGH SCRAMBLES, Perris, Cal. Lightweights MC. Sign: 7, race: 9:30. 987-4488.

AMA NATIONAL MOTOCROSS, Memphis, Tennesse.

PNTA TRIAL, Gold Bar, Washington.

RACE, Rock Springs, Wyoming. 7th Annual Father's Day Race.

PNTA TRIAL, Portland, Ore.

AME MOTOCROSS, Rawhide Park, Elsinore, Cal. Beg; Jr; Int; Srs; mini; oldsters; PP. Sptmn: Mail $5, Srs: $10 to 13004 S. Washington, Hawthorne, Cal. 90250. Post: $10/$15. Open: 6:30, prac: 8, race: 9. 213/675-1922.

ACA ROAD RACE, Carlsbad, Cal. Open: 8, prac: 10. $8 pre to Suite 312, 106 N. Claudine, Anaheim, Cal. 92805. $15 post.

CRC MOTOCROSS, Indian Dunes, Valencia, Cal. Beg/Nov/Int/Sr. 40% trophies same day. Young/old/PP/mini. No memb. 714/688-1291 or 213/830-7519.

D-36 TT SCRAMBLES, Del Norte Co Fairgrounds, Crescent City, Cal. Sign: 9, prac: 11, race: 1. $2 ride or watch. Hwy 101, 20 mi S of Oregon border. 707/464-3113 or 464-4262.

CMRE PRO SHORT TRACK, South Bay Spdwy., Cal. 8 mi E of Chula Vista. Ride: $4. Am: 125/250. Ex: 360. Sign: 4, race: 7pm. $500 purse. 714/469-6092.

CMA MOTOCROSS, Sea Veiw Cycle Park, Salton Sea, Cal. Hwy 111 from Indio toward N. Shore. Left on Cleveland St. Suzuki series. Enter: $4, watch: $1.50. Prac: 7:30, race: 9. 714/347-3185.

AMRA MINI RACE, Soledad Sands, Acton, Cal. New track. Memb: $3, Non: $4, $2 gate. Race: 9. 805/259-1008.

SCRAMBLES, Happy Valley Rcwy, Redding, Cal. D-36. Class C traction. Open: 8, sign: 8:30, prac: 10:30, race: noon. Ride: $2.50, watch: $2.50.

SRA COLORADO RIVER RUN ENDURO, Mail entries: $7.50 and 2 SASE to SRA, Box 3882, Torrance, Cal. 90510. $8.50 for non-memb. Any class, if you can find 4 people. Start: 3 mi from Parker at Blue Water Marina at 8:01. 213/320-1015.

MOTOCROSS, Sierra Cycle Rcwy., Susanville, Cal. Open: 8, race: 10. CMC. Ride: $4, watch: $2.

MOTOCROSS, Descutes Park, Hwy 97, 7 mi No of Bend, Ore. High Point Series. Enter: Ex: $5, Sptmn: $4. Watch: $1.50. Prac: 9:30, race: 11. 389-1966.

D-37 MOTOCROSS, Arroyo Park, Devore, Cal. Foothill Hawks MC. Sign: 7, prac: 8, race: 9. Mail $5 to Danny Sanchez, 777 Rio del Sol, Montebello, Cal. 90640. Post: $8. 3/20 min. 213/724-1966.

AMC MOTOCROSS, Carlsbad, Cal. Beg; Nov; Jr; Sr; oldster. $5 mail, $10 post, to AMC, Box 663, El Toro, Cal. 92630. 20% trophies. Win a trip to Yurp.

TUES., MAY 22

TT, Corona Rcwy, Corona, Cal. Open: 5, minis: 6, sign by: 7, race: 7:30. 714/735-1705.

VIEWFINDERS GP ENTRIES, are still open. Get 'em in. Send $10 to Viewfinders GP, 17625 Westbury Dr., Granada Hills, Cal. 91344. Close June 15.

WED., MAY 23

SHORT TRACK & HALF-MILE, Corona Rcwy., Corona, Cal. Open: 5, minis: 6, sign by: 7, race: 7:30. 714/735-1705.

FRI., MAY 25

MOTOCROSS, Corona Rcwy., Corona, Cal. Open: 5, prac: 5:30, sign by: 6:30, race: 7. 714/735-1705.

CMC MOTOCROSS, Irwindale Rcwy., Irwindale, Cal. Jr/Int: $5, Ex: $10, $390 purse. Sign: 4:30, prac: 6, race: 7:30. Adults: $3, 8-12: $1. 213/334-4949.

AMA PRO HALF-MILE, Ascot Park, Gardena, Cal. Ex/Jr/Nov. Sign: 5:30, race: 8pm.

AME MOTOCROSS, Indian Dunes, Cal. Sign: 6pm, prac: 6:30, race: 8pm. Beg; Jr; Int; Sr; mini; oldster; pp. Post: $5 sptmn, $10 Sr. 20% trophies to sptmn, 100% back to Seniors. 213/675-1922.

SHORT TRACK, Fremont Rcwy, Cal. Open: 3:30, prac: 5, race: 6:30. $2.50 ride or watch. Class C. D-36.

SHORT TRACK, Sonoma-Marin Fairgrounds, Washington & Payan St., Petaluma, Cal. Ride: $3, watch: $2.50. Sign: 5, prac: 6, race: 7:30. Nov: 100/125/200/250, Jr: 125/200/250/360, Ex: 250/360. 707/762-8581.

1/5 MILE SHORT TRACK, AMA, T-Car Speedway, Carson City, Nevada. Open: 7:30 pm, race: 8. 702/882-5030.

D-36 MOTOCROSS, Placerville, Cal. Fairgrnds. Sign: 5:00, prac: 5:45, race: 7pm. Gate: $2.50, pre: $3, post $5. Hangtown MX, 4555 Auburn Blvd, Suite 3, Sacto., Cal. 94851. 916/481-6560.

May 26-27

SMUGGLER TRAILER FAMILY ENDURO, 13 mi from Calif. City Golf course. Field events on Sat and enduro on Sunday at 7:30. Mail $6 to Smuggler Trailers, 10642 Midway Ave., Cerritos, Cal. 90701. Post: $8. First Prize: a sleeps six travel trailer. 213/924-2389.

SHORT TRACK, Redwood Acres, Eureka, Cal. CMC. Sign: 9:30. Enter: $5. Off Hwy 101.

WESTERN REGIONAL CHAMPIONSHIP, Oregon Sidewinders Track, 13500 SE Lawnfield, Clackamas, Ore. 97015. Sign: 5:30, race: 8pm. Mail: by May 4 to D. Seifert, 13706 S. Carus Rd., Oregon City, Ore. 97045. 632-3875.

GREENHORN NATIONAL CHAMPIONSHIP ENDURO. AMA sanctioned. 6 am start at Charlie's Wagon Wheel Cafe, 14 mi. north of Red Mountain on Trona Rd. Entry $14. Entries close May 10, post entry for Sunday only. Drawing May 16 at Pasasena MC, 21 E. Howard, Pasadena. Bikes must be street legal. For futher info: 213/786-1869. Better enter yesterday.

CRC SCHOOLBOY MOTOCROSS CHAMPS, Carlsbad, Cal. Under 17. Bikes up to 250. Minis under 80 and 14. Qualify on Saturday. Mail $10 to CRC, 6625 Dorinda, Riverside, Cal. 92503. Post: $20. 714/688-1291.

SAT., MAY 26,

AMC SOUTH MOTOCROSS, Carlsbad, Cal. Prac: 8, race: 9. Mail $5 to AMC, Box 81518, San Diego, Cal. 92138. Memb. required.

MOTOCROSS, Edwards AFB, Hwy 14 to Rosamond then 15 mi E to Edwards. Sign: 7:30, race: 9:30. Enter: $3, watch: free. 805/258-8085 or 258-6445.

D-36 SHORT TRACK, Lodi Bowl, Cal. Sign: 5, prac: 6, race: 8. $2.50 ride or watch. Nov: 100/125/200/360, AM: 125/200/360, Ex: 360. 209/368-7182.

BICYCLE MOTOCROSS, 7th St. & Bellflower, Long Beach, Cal. Start: 10. Enter: $.25/.50. 100% payback to Ex & 20% trophies. Sidehacks, paperbikes & 10 speeds. No motorcycles.

MOTOCROSS, Saddleback Park, Orange, Cal. Open: 8, prac: 9, race: 10. $5 post. Ex: $10, 100% back. Beg; Nov; Int; Jr; Sr; Ex; oldster; mini.

AME MOTOCROSS, Indian Dunes, Cal. Beg; Int; Jr; Sr; mini; oldsters; PP. Sptmn mail: $5, Sr: $10 to AME, 13004 S. Washington, Hawthorne, Cal. 90250. Post: $7/$12. 213/675-1922.

SCRAMBLES, Vallejo Spdwy, Cal. D-36. Sign: 4:30, prac: 5:30, race: 7:30. Ride: $3, watch: $2.50. 707/644-0741.

BICYCLE RACES, Malibu Canyon. Start: 10 am.

MOTOCORSS, Escape Country, Trabuco Canyon, Cal. All classes $5.00 membership. $2.00 Pre/$5.00 Post. Experts $10.00 Pre/$15.00 Post. 100% payback to Ex. Gates open: 7 am. Practice: 8 am. Sign up by 8 am. Races start: 9 am. 714-586-7964.

SHORT TRACK, Ukiah Fairgrounds, Ukiah, Cal. AMA sanctioned, District 36. $3 pit, $250 spectate. Sign up 5, practice 6, race 7:30. For info. call 707/462-1672.

AMA PRO TT, Castle Rock, Washington. Purse: $3,000. Start: 8pm.

BICYCLE GRAND PRIX, off Whittier Blvd. at Santa Gertrudes, to West Rd. then left onto Las Palmas. 2 mi course.

SUN., MAY 27

HARE SCRAMBLES, McGill Park, 13300 White Rock Rd., Rancho Cordova, Cal. 95670. Juniors only. Series final all prizes given away. CMC. 125/250/Open, Mail $5/Post $8. 916/351-0271.

ACA ROAD RACE, Willow Springs, Cal. Open: 8, prac: 10. Pre: $8 to Suite 312, 106 N. Claudina, Anaheim, Cal. 92805. Post: $15.

TRANS AMA QUALIFIER, Mayer Raceway, 1 hour from Phoenix, Arizona.

SIERRA 100 ENDURO, 25 mi W of Coalinga and 20 E of King City, Cal. Enter: $8. 100 miles. Send entry and 3 SASE to Sierra Enduros, 1720 Jennings Ave., Madera, Cal. 93637. 209/674-7160. Spark arrestors.

DOUBLE D-37 TT SCRAMBLES, 395 Cycle Park, Adelando, Cal. By TTMC and Hi-Boots of D-38. Sign: 7 am. Gate: $2, race: $2.25. Silecners. 714/246-6109.

OREGON DESERT 100, Christmas Valley, Oregon. Start: 10 am. Ex: $12, sptsmn: $8 to MRA, Box 1471, Meford, Ore. 97501. 25 mi NW of Hwy 31 at Silver Lake, Approx. 100 mi N of Klamath Falls. Purse: $2,500. Post: $17/$10. 503/779-4466.

MEMORIAL DAY MOTOCROSS, CMC and Bishop MC. Purse: $1,000 min. Write: Box 1402, Costa Mesa, Cal. 92626 or 714/557-3323.

AME MOTOCROSS, Rawhide Park, Elsinore, Cal., Beg; Jr; Sr; Mini; Oldsters; PP. Srs: $10, all other $5. Send to 13004 S. Washington, Hawthorne, Cal. 90250. Post: $10/$15. Open 6:30, prac. 8, race 9. Info: 213/675-1922.

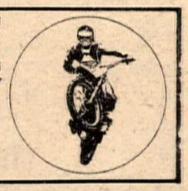
PRO TT South Bay Speedway, CMRE sanctioned, $5'00 guaranteed. Pros 360/Open, Amateurs 125/250. Sign 4-6, practice 5:30, race 7 pm. Take I-5 to Main St., Chula Vista, go east 8 miles. Info: 714/469-6092.

CMC MOTOCROSS, Bishop, Cal., $1000 minimum purse. Entry Sptmn $5, Sr., $10 Mail to Box 1402 Costa Mesa, Cal. 92727. Open 6:30, prac. 7:30, race 9:00. Info: 714/557-3323.

MORE BENEFIT SCRAMBLES, Archey Clark Memorial. Lodi Cycle Bowl, D-36. Lodi MC, Stockton MC and Stockton Scramblers. Prizes. Start: noon.

INDIAN DUNES PARK
600 acres — hills, streams, sand
Family riding 7 days
7am 'til dark
Moto-X Races every Sunday
2 miles west of Interst. 5
on Hwy 126 at Castaic
(805) 259-8000

IRWINDALE RACEWAY
EVERY FRIDAY NIGHT
MOTOCROSS



6TH ANNUAL
VIEWFINDERS
GRAND PRIX
Revised race schedule

SATURDAY

8:00 — 10:00	0-176cc NOV
10:30 — 12:30	0-176cc Am-Ex
1:00 — 3:00	176-250cc Nov
3:30 — 5:30	176-250cc Am/Ex

SUNDAY

8:00 — 9:00	0-80cc Mini
9:15 — 10:15	0-Open Old Timers
10:30 — 11:30	Powder Puff
11:45 — 1:45	251-Open Nov
2:00 — 3:00	Sidehacks
3:30 — 5:30	251-Open Am-Ex

New 6 mile race course. Entries open till June 15, 1973. Post $25. Send $10 & 2 SASE to: Viewfinders '73 Grand Prix, 17265 Westbury Drive, Granada Hills, Ca. 91344. (213) 360-0827 or (805) 259-1008.

SRA's MAY 20
COLORADO RIVER RUN ENDURO
65 GLORIOUS MILES
All classes & bike sizes are welcome to ride, swim, ski, & sun in 80° weather — pits on the water with lounge & cafe (mmm!) Send $7.50 members or $8.50 non-members & 2 SASE to SRA, Box 3882, Torrance, Calif. 90510.
TROPHIES WILL BE MAILED!!
20% BRASS & PINS (213) 320-1015

CRC california racing club
membership not required

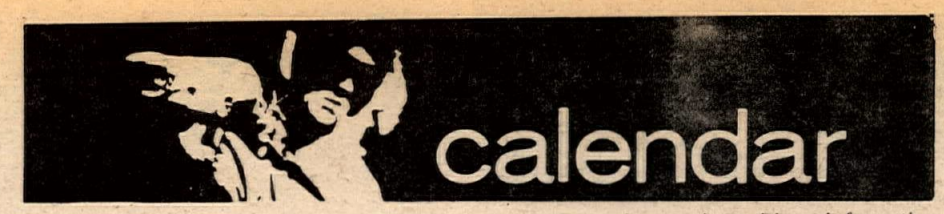
motocross
Trophies to 40% of entries awarded same day. Results after each moto. Gate open 7:00; Practice 8:00; first race 9:30.
NO MAIL ENTRIES FOR MOTOCROSS
SUNDAY MX
MAY 20
INDIAN DUNES
June 3 — Deadmans Point
June 10 — Arroyo
June 17 — Indian Dunes
EVERY SATURDAY
MOTOCROSS
AT ARROYO

MOTOCROSS TEAM RACE
MAY 20
DEADMAN'S POINT
See Calendar

desert
June 10, 1973
HARE 'N HOUND
LUCERNE VALLEY
2-30 mile loops
June 17, 1973
EARLY RIDER ENDURO
LUCERNE VALLEY
JUNE 24, 1973
EUROPEAN SCRAMBLES
7 miles north of ADELANTO

BEGINNERS - SCHOOL BOY CLASS (under 16 yrs old) - NOVICE - INTERMEDIATE - EXPERT - OLDTIMERS - MINI - POWDER PUFF
CRC (714) 688-1291 (213) 830-7519
6625 dorinda, rioerside, california 92503

C.R.A.
MOTOCROSS
ALL CLASSES
SIGN IN 7:00 AM RACE 9:00 ENTRY FEE $4.00
EVERY SUNDAY
33% Trophies INFO. (714) 849-8481
DE ANZA CYCLE PARK
SILENCERS REQ'D.
GATE $2.00
RIVERSIDE
US 395
US 60
SUNNYMEAD
RENWOOD
THEODORE



Calendar listings are a free service of Cycle News to the motorcycle enthusiasts of the Western USA. Cycle News cannot be responsible for changes or cancellations by promoters. Participants and spectators are advised to verify information regarding events by phone or checking paid advertisements. Promoters must submit listings, cancellations and date changes in writing. Information regarding your club's event must arrive at Cycle News by noon on Thursday to be published in the upcoming issue. No calendar items will be accepted by phone. Write: Calendar Editor, c/o Cycle News, Box 498 Long Beach, Ca., 90801.

National Motocross Association
sanctioned
$3,000 Cash
+ Contengencies
MOTOCROSS
Paola, Kansas
June 3, 1973
Rides-Attractions-
Live Entertainment
Camping at Track
Info: (913) 878-2664

HARE 'N HOUND
CALIFORNIA CITY
SUNDAY JUNE 3, 1973
$1,000.00
in Prizes
Hot Shoes
$10.00 Entry
Entry
$7.00
Beginners
30% GOLD
So. Cal. Desert Racing Assoc.
1 — 40 mile loop
Hot Shoes Start: 9:30. Beginners Start: 9:45. -14, Mini, P/P Start: 10:00.
Overnight Camping, Toilets, Catering, Ambulance, 2-Way Radio, 4-Wheel Rescue
Sign-up all day Sat & Sun Morning or Mail: 532 E. Mt. View, Glendora, Calif.
213-335-1582 after 5 pm
Limed from Holiday Inn.

AMERICAN MOTO-CROSS
A.M.E.
INC
ENTERPRISES
SUNDAYS
Beginners, Juniors,
Intermediates, Seniors
Plus
Old Timers & Powder Puff
May 20 — Rawhide
May 27 — Rawhide
June 3 — Carlsbad
June 10 — Indian Dunes
SILENCERS MANDATORY. Regular Sportsman classes $5.00 mail, $10.00 Post. Senior $10.00 mail, $15.00 Post. No post entry fee to new membership. All mail entries must be received no later than Friday's mail before each event. Gates open 6:30. Practice 8 am, sign-up closes 8:45. First race 9 am, 3 A.M.E. number plates required.
MAIL ENTRY TO: A.M.E.
13004 So. Washington
Hawthorne, CA. 90250
(213) 675-1922 or 545-1360

SPILLWAY
CYCLE PARK
A.M.E. sanctioned M.X. 1st. Sun. each month. Mail entry to Spillway, Santa Maria, Calif.

MOTOCROSS, Mammoth Bar next to the American River. D-36. Sign: 6, prac: 7:30, meet: 9, race: 9:30. Enter: $4.50, watch: $2.

OREGON STATE ENDURO, limed from Mosier, Oregon. Sign: 7, start: 9:01. Pre: $4, post: $5. OMRA Lic. silencers and arrestors. 100 miles. Mail to Lobos Inc., Clerk of Course, 3704 NE 143rd Ave., Vancouver, Washington, 98662. 206/256-4987 or 694-5804.

CVMC EURO SCRAMS, Chiriaco Summit, Cal. I-10 from Indio or Blythe — limed. Prac: 7, race: 9. Nov/Beg/mini/PP. 347-8401.

AMA TT STEEPLCHASE, Pikes Peak Turf Club, btwn. Colo Springs and Pueblo, Colo. off I-25. Nov/Jr/Ex. Sign: 11, prac: 12, race: 2. Purse: $1,500. Gate: $3.50. Camping.

CHERRY CREEK HARE N' HOUND, Eureka, Utah. AMA & SRA sanctioned. 100 mi. long, 10 am start. Must have silencers. 20% trophies. Entries $7.50 close May 20. Mail to S.L.M.C. Box 1711, Salt Lake City, Utah 84110. South of Eureka, Utah to Jericho Junctn. on Hwy 50.

DRA DESERT RACE, 17 mi North of Adelanto, limed from Adelanto on 395. Start time 9:30. Point run, 1-38 mi. loop. no mail entry to DRA, Box 437, Rancho Mirage, Cal. 92270. For info: 714/346-9335.

MOTORCYCLE RACES begin at Great Falls Speedway, Great Falls, Mont. Info: Arthur Jensen, Box 1651, Great Falls, Mont., 59403, or call 406/452-3923.

MOTOCROSS, Rawhide Park, Elsinore, Cal. Special $3 gate & post. All classes, 40% trophies. Free camping, 2½ miles east from Hwy 71 on Hwy 74. For info: 213/921-5466.

AMC MOTOCROSS, Saddleback Park, Orange, Cal. Beg; Nov; Jr; Sr; Oldster. Mail $5, post: $10 to AMC, Box 663, El Toro, Cal. 92630. 20% trophies. (non-series)

MON., MAY 28

AMC SOUTH MOTOCROSS, Carlsbad Rcwy. Mail $5/10 to Box 81518, San Diego, Cal. 92138. Post: $10. 100% back to Ex. Race: 9 a.m.

MOTOCROSS, Spillway Park, Santa Maria, Cal. Sign by: 8:30, prac: 8:30, race: 9:30. Gate: $1.50, ride: $3.50.

AMA PRO TT STEEPLECHASE, Ascot Park, Gardena, Cal. Ex/Jr/Nov. Sign: 5:30, race: 8:30pm.

TUES., MAY 29

VIEWFINDERS GP ENTRIES, are still open. Get 'em in. Send $10 to Viewfinders GP, 17625 Westbury Dr., Granada Hills, Cal. 91344. Close June 15.

WED., MAY 30,

CLASS A SPEEDWAY, SRA sanctioned. Reno, Nevada. Begins May 30. For info: 916/885-4420 or 213/991-5544.

FRIDAY JUNE 1

AME MOTOCROSS, Indian Dunes, Cal. Sign: 6pm, prac: 6:30, race: 8pm. Beg; Jr; Int; Sr; mini; oldster; pp. Post: $5 sptmn, $10 Sr. 20% trophies to sptmn, 100% back to Seniors. 213/675-1922.

SHORT TRACK, Fremont Rcwy, Cal. Open: 3:30, prac: 5, race: 6:30. $2.50 ride or watch. Class C. D-36.

AMA PRO HALF-MILE, Ascot Park, Gardena, Cal. Ex/Jr/Nov. Sign: 5:30, race: 8pm.

D-36 MOTOCROSS, Placerville, Cal. Fairgrnds. Sign: 5:00, prac: 5:45, race: 7pm. Gate: $2.50, pre: $3, post $5. Hangtown MX, 4555 Auburn Blvd, Suite 3, Sacto., Cal. 94851. 916/481-6560.

CMC MOTOCROSS, Irwindale Rcwy., Irwindale, Cal. Jr/Int: $5, Ex: $10, $390 purse. Sign: 4:30, prac: 6, race: 7:30. Adults: $3, 8-12: $1. 213/334-4949.

CMC TT/FT, Pt of the Mountain Rcwy, I-15 btwn Draper and Lehi, Utah. PMR & CMC. Jr/Int: 30% brass. Ex: 100% back. Terry Larson, 6416 South 1140 St., Murray, Utah. 84107. 801/266-4704.

D-36 MOTOCROSS, Placerville, Cal. Sign: 5, prac: 5:45, race: 7. Gate: $2.50, pre: $3, post: $5.

AMA PRO TT, Oregon Sidewinders, 13500 SE Lawnfield Rd., Clackmas, Ore. 97015. Purse: $1,500. Sign: 6:30, race: 8. 659-1022.

1/5 MILE SHORT TRACK, AMA, T-Car Speedway, Carson City, Nevada. Open: 7:30 pm, race: 8. 702/882-5030.

June 2 & 3

NON-VIOLENT BEAR HUNT — help find Joel, lost bear of D. Hough 415/352-6109 for info. Midway, Calif. area. No firearms, please.

SRA RIVERSIDE GRAND PRIX, at the Riverside International Raceway: Their biggest bike race of the year. All classes vie for 100% trophies. Entries open on May 10th. Watch for it.

SATURDAY JUNE 2

AMC SOUTH MOTOCROSS, Carlsbad, Cal. Prac: 8, race: 9. Mail $5 to AMC, Box 81518, San Diego, Cal. 92138. Memb. required.

MOTOCORSS, Escape Country, Trabuco Canyon, Cal. All classes $5.00 membership. $2.00 Pre/$5.00 Post. Experts $10.00 Pre/$15.00 Post. 100% payback to Ex. Gates open: 7 am. Practice: 8 am. Sign up by 8 am. Races start: 9 am. 714-586-7964.

BICYCLE MOTOCROSS, 7th St. & Bellflower, Long Beach, Cal. Start: 10. Enter: $.25/.50. 100% payback to Ex & 20% trophies. Sidehacks, paperbikes & 10 speeds. No motorcycles.

MOTOCROSS, Saddleback Park, Orange, Cal. Open: 8, prac: 9, race: 10. $5 post. Ex: $10, 100% back. Beg; Nov; Int; Jr; Sr; Ex; oldster; mini.

AME MOTOCROSS, Indian Dunes, Cal. Beg; Int; Jr; Sr; mini; oldsters; PP. Sptmn mail: $5, Sr: $10 to AME, 13004 S. Washington, Hawthorne, Cal. 90250. Post: $7/$12. 213/675-1922.

AMA AMATEUR SCRAMBLES, Oregon Sidewinders, 13500 SE Lawnfield Rd., Clackamas, Ore. 97015. Sing by 6:45, race: 8. 659-1022.

HALF-MILE & TT, HRA, 395 Cycle Park, Adelanto, Cal. Sign: 5:30. Gate: $1.50, enter: $2.50. Silencers required. No memb. 714/246-6109.

BICYCLE RACES, Malibu Canyon. Start: 10 am.

SCRAMBLES, Vallejo Spdwy, Cal. D-36. Sign: 4:30, prac: 5:30, race: 7:30. Ride: $3, watch: $2.50. 707/644-0741.

PNTA TRIALS SCHOOL, Tiger Mtn., Wash.

D-36 TT SCRAMBLES, Del Norte Co Fairgrounds, Crescent City, Cal. Sign: 9, prac: 11, race: 1. $2 ride or watch. Hwy 101, 20 mi S of Oregon border. 707/464-3113 or 464-4262.

SUNDAY JUNE 3

AMC MOTOCROSS, Arroyo Park, Devore, Cal. Beg; Nov; Jr; Sr; oldster. Mail $5, post $10 to AMC, 663, El Toro, Cal. 92630. 20% trophies. Win a trip to Yurp.

CMC PRO SPEEDWAY, Pt of the Mountain Rcwy., I-15 btwn Draper and Lehi, Utah. PMR & CMC. Pro only. Terry Larson, 6416 South 1140 West, Murray, Utah. 801/266-4704.

AME MOTOCROSS, Carlsbad, Cal. Beg; Jr; Int; Sr; Mini; oldster; PP. Sptmn mail $5, Sr: $10 to AME, 13004 S. Washington, Hawthorne, Cal. 90250. Open: 6:30, prac: 8, race: 9. 213/675-1922.

MOTOCROSS, AMA, T-Car Speedway, Carson City, Nev. Open: 7am, race: 9. 702/882-5030.

PNTA TIGER CNYN TRIAL, Walla Walla, Wash.

PNTA NOVICE & PP TRIAL, Tiger Mtn. Wash.

CMC MOTOCROSS, Saddleback Park, Orange, Cal. Mail $5, Sr: $10 to CMC, Box 1402, Costa Mesa, Cal. 92727. Post: $10/$15. Open: 6:30, prac: 7:30, sign by 8:30, race: 9.

SADDLEBACK park
NOW EVERY SATURDAY
SUPER FUN MOTOCROSS
SADDLEBACK PARK
for
BEGINNER-NOVICE-JUNIOR-INTERMEDIATE-SENIOR- EXPERT-
OLD TIMERS NO MEMBERSHIP REQUIRED MINIS
No mail entry • Just $5.00 to race • 3-20 minute motos
• you can sleep late
Gate opens 8:00am — Practice at 9:00 — 1st Race 10:00
EXPERTS $10.00 ENTRY 100% PAYBACK
If under 18 must be accompanied by parent or have notarized permission to race.

MOTOCROSS, Mayer Rcwy, 1 hour from Phoenix, Arizona.

MOTOCROSS, Norfolk, Nebr. Race: 1:30, prac: 11:00. 125, 250, Open classes. Adm & riders $1.50. 7 trophies per class. From Haskins, 1 mi. east and ½ mi south.

GRANNY RUN RESCHEDULE, 15 mi N of Victorville on I-15. Enter: $6.26 post $7.25. Pomona Valley Desert Riders. If you ran last time, come out again on your old entry. 714/624-5800.

WEDNESDAY, JUNE 6

AMA PRO TT, Graham, Washington. Purse: $3,000. Start: 7:30 pm.

FRIDAY, JUNE 8

CMC MOTOCROSS, Irwindale Rcwy., Irwindale, Cal. Jr/Int: $5, Ex: $10, $390 purse. Sign: 4:30, prac: 6, race: 7:30. Adults: $3, 8-12: $1. 213/334-4949.

CLASS A SPEEDWAY, Cal Expo, Sacramento, Cal. Every Friday night at 8:30 through 1973 season. SRA sanction. For info: 916/885-4420 or 213/991-5544.

SHORT TRACK, Fremont Rcwy, Cal. Open: 3:30, prac: 5, race: 6:30. $2.50 ride or watch. D-36.

AME MOTOCROSS, Indian Dunes, Cal. Sign: 6, prac: 6:30, race: 8. Beg; Jr; Int; Sr; Mini; PP; oldster. $5 entry at the track. $10 for Sr. 20% trophies, 100% back. 213/675-1922.

SHORT TRACK, Sonoma-Marin Fairgrounds, Washington & Payan St., Petaluma, Cal. Ride: $3, watch: $2.50. Sign: 5, prac: 6, race: 7:30. Nov: 100/125/200/250, Jr: 125/200/250/360, Ex: 250/360 707/762-8581.

D-36 MOTOCROSS, Placerville, Cal. Sign: 5, prac: 5:45, race: 7. Gate: $2.50, pre: $3, post: $5.

AMA PRO TT, Oregon Sidewinders, 13500 SE Lawnfield Rd., Clackmas, Ore. 97015. Purse: $1,500. Sign: 6:30, race: 8. 659-1022.

1/5 MILE SHORT TRACK, AMA, T-Car Speedway, Carson City, Nevada. Open: 7:30 pm, race: 8. 702/882-5030.

SATURDAY, JUNE 9

CLASS A SPEEDWAY, SRA sanction. Napa, Cal. Begins June 9. For info: 916/885-4420 or 213/991-5544.

MOTOCROSS, Edwards AFB, take Hwy 14 to Rosemond then go E 15 mi to Edwards. Sign: 7:30, race: 9:30. Ride: $3, watch free.

D-36 SHORT TRACK, Lodi Bowl, Lodi, Cal. Sign: 5, prac: 6, race: 8. Ride or watch: $2.50. Nov: 100/125/200/360, Am: 125/200/360, Ex: 360. 209/368-7182.

MOTOCROSS, Saddleback Park, Orange, Cal. Open: 8, prac: 9, race: 10. $5 post. Ex: $10, 100% back. Beg; Nov; Int; Jr; Sr; Ex; oldster; mini.

AME MOTOCROSS, Indian Dunes, Cal. Beg; Int; Jr; Sr; mini; oldsters; PP. Sptmn mail: $5, Sr: $10 to AME, 13004 S. Washington, Hawthorne, Cal. 90250. Post: $7/$12. 213/675-1922.

AMC SOUTH MOTOCROSS, Carlsbad, Cal. Mail $5/$10 to Box 81518, San Diego, Cal. 92138. Post: $10. 100% back to Ex. Race: 9am.

AMA AMATEUR SCRAMBLES, Oregon Sidewinders, 13500 SE Lawnfield Rd., Clackamas, Ore. 97015. Sing by 6:45, race: 8. 659-1022.

HALF-MILE & TT, HRA, 395 Cycle Park, Adelanto, Cal. Sign: 5:30. Gate: $1.50, enter: $2.50. Silencers required. No memb. 714/246-6109.

BICYCLE RACES, Malibu Canyon. Start: 10 am.

SCRAMBLES, Vallejo Spdwy, Cal. D-36. Sign: 4:30, prac: 5:30, race: 7:30. Ride: $3, watch: $2.50. 707/644-0741.

SUNDAY, JUNE 10

STATE CHAMPIONSHIP ENDURO, 32 mi S of Shreeveport, La., at Mansfield, La. Start: 9:01. Entry: $8. Pelican Enduro Club, Box 3713, Shreeveport, La. 71103. Street legal. 100 mi. AMA.

AME MOTOCROSS, Indian Dunes, Cal. Beg; Jr; Int; Sr; mini; oldster; PP. Sptmn mail $5, Sr: $10 to 13004 S. Washington, Hawthorne, Cal. 90250. Open: 6:30, prac: 8, race: 9. 213/675-1922.

TIMBER WOLF ENDURO, Wilseyville, Cal. D-36. Mail $7 to Box 149, Jackson, Cal. 95642. Start: 8:01. Drawing on May 12 at the Wells Fargo Rest. in Jackson, Cal. 209/267-0011 or 293-7874.

AMC MOTOCROSS, Saddleback Park, Orange, Cal. Beg; Nov; Jr; Sr; Oldster. Mail $5, post: $10, to AMC, Box 663, El Toro, Cal. 92630. 20% trophies. Win a trip to Yurp.

LEWIS & CLARK TREK ENDURO, on Oregon Bank of the Columbia River under Longview Bridge. Sign: 6:30, race: 9:30. Pre: $4, post $5. to Lobo MC, c/o Bob Schwartz, 5665 SW 170th St., Beaverton, Ore. 97005. 503/649-2985.

MOTOCROSS, Rawhide Park, Elsinore, Cal. Beg; Nov; Int; Ex. 40% trophies. Post: $6. 100% back to Experts, with $10 post. Camping. 213/921-5466.

D-37 TT SCRAMBLES, TTMC, 395 Cycle Park, Adelanto, Cal. Sign: 7am. Silencers required. Gate: $2, enter: $2.25. 714/246-6109.

CMC MOTOCROSS, Carlsbad Rcwy., Cal. Mail $5, Sr: $10 to CMC, Box 1402, Costa Mesa, Cal. 92727. Post: $10/$15. Open: 6:30, prac: 7:30, sign by 8:30, race: 9.

MOTOCROSS, Mayer Rcwy, 1 hour from Phoenix, Arizona.

CRC HARE 'N HOUND, Lucern Valley, Cal.

FRIDAY, JUNE 15

D-36 MOTOCROSS, Placerville, Cal. Sign: 5, prac: 5:45, race: 7. Gate: $2.50, pre: $3, post: $5.

AMA PRO TT, Oregon Sidewinders, 13500 SE Lawnfield Rd., Clackmas, Ore. 97015. Purse: $1,500. Sign: 6:30, race: 8. 659-1022.

1/5 MILE SHORT TRACK, AMA, T-Car Speedway, Carson City, Nevada. Open: 7:30 pm, race: 8. 702/882-5030.

AME MOTOCROSS, Indian Dunes, Cal. Sign: 6, prac: 6:30, race: 8. Beg; Jr; Int; Sr; Mini; PP; oldster. $5 entry at the track. $10 for Sr. 20% trophies, 100% back. 213/675-1922.

June 16-17

MOTOCROSS, limited entry of Juniors for Oldtimer Champs at Muntz Park. Mail $7 to Box 149, Saugus, Cal. 805/259-1008.

OLDTIMERS CHAMPIONSHIP, Muntz Park, Moorpark, Cal. Mail $7 to Box 149, Saugus, Cal. 805/259-1008 or 498-8976. Entries close May 27.

SATURDAY, JUNE 16

SCRAMBLES, 3800 Deport Rd., Hayward, Cal. New track. Sign & Prac: 4-6, race: 7. D-36 rules. $2.50 ride or watch. 783-9922.

SHORT TRACK, AMA, Ukiah Frgrnds., Ukiah, Cal. Ride: $3, watch: $2.50. Minis. Sign: 5, prac: 6, race: 7:30. 707/462-1672.

DRC HARE SCRAMBLES, 20 mi N of Adelanto, Cal. Beg: 9, Nov: 10, PP: 11. Mail $8. Post: $9.50. 20% trophies, 100% pins. 40 miles. 213/334-5979 or 332-1950.

MOTOCROSS, Saddleback Park, Orange, Cal. Open: 8, prac: 9, race: 10. $5 post. Ex: $10, 100% back. Beg; Nov; Int; Jr; Sr; Ex; oldster; mini.

AME MOTOCROSS, Indian Dunes, Cal. Beg; Int; Jr; Sr; mini; oldsters; PP. Sptmn mail: $5, Sr: $10 to AME, 13004 S. Washington, Hawthorne, Cal. 90250. Post: $7/$12. 213/675-1922.

AMC SOUTH MOTOCROSS, Carlsbad, Cal. Mail $5/$10 to Box 81518, San Diego, Cal. 92138. Post: $10. 100% back to Ex. Race: 9am.

AMA AMATEUR SCRAMBLES, Oregon Sidewinders, 13500 SE Lawnfield Rd., Clackamas, Ore. 97015. Sing by 6:45, race: 8. 659-1022.

HALF-MILE & TT, HRA, 395 Cycle Park, Adelanto, Cal. Sign: 5:30. Gate: $1.50, enter: $2.50. Silencers required. No memb. 714/246-6109.

SUNDAY, JUNE 17

SHORT TRACK, Vallejo Spedwy, Cal. Sign: 4:30, prac: 5:30, race: 7:30. $3 ride, $2.50 watch. 707/644-0741.

CRC EARLY RIDER ENDURO, Lucern Valley, Cal.

AME MOTOCROSS, Rawhide Park, Elsinore, Cal. Beg; Jr; Int; Sr; mini; oldster; PP. Sptmn: $5, Sr: $10 to 13004 S. Washington, Hawthorne, Cal. 90250. Open: 6:30, prac: 8, race: 9. 213/675-1922.

CMC MOTOCROSS, Pt of the Mountain Rcwy., I-15 btwn Draper and Lehi, Utah. PMR & CMC. Jr/Int: 30% brass, Ex: 100% back. Terry Larson, 6416 South 1140 West, Murray, Utah 84107. 801/266-4704.

250 GRAN PRIX MOTOCROSS, St. Gabriel de Brandon, Quebec, Canada.

CMC MOTOCROSS, Saddleback Park, Orange, Cal. Mail $5, Sr: $10 to CMC, Box 1402, Costa Mesa, Cal. 92727. Post: $10/$15. Open: 6:30, prac: 7:30, sign by 8:30, race: 9.

TT SCRAMBLES, DeAnza Park, Cal. Sign: 8:30. Ride: $2.50. 714/687-3674.

MOTOCROSS, Mayer Rcwy, 1 hour from Phoenix, Arizona.

AMC MOTOCROSS, Carlsbad, Cal. Beg; Nov; Jr; Sr; Oldster. Mail $5, $10 post, to Box 663, El Toro, Cal. 92630. 20% trophies. Win a trip to Yurp.

MOTOCROSS, Spillway Park, Santa Maria, Cal. Sign: 7, prac: 8:30, race: 9:30. Camping. Gate: $1.50.

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If you are thinking about advertising your product or service, write us about it in detail. We'll be glad to suggest the kind and size of ad you should consider and tell you what it will cost. Cycle News, P.O. Box 498, Long Beach, Ca. 90801. (213) 427-7433.

Trask I.S.D.T. Qualifier undecided

TRASK MTN., ORE., May 12-13, 1973 — Allegations of widespread cheating have delayed the final results from the Trask Mountain ISDT qualifier. Of the 238 finishers only 89 finished the event, and about 20 riders have been charged with accepting outside assistance during the run.

It appears that Malcolm Smith posted the best overall performance, having achieved the top special test scores. Dick Mann was doing well in the early going, but later unloaded and sustained three broken ribs.

Although the course was longer and rougher than last year's two-day event, the weather remained clear and dry. Many riders commended the Motorcycle Activities Club for the efficient organization. Fourteen factory teams were entered in the qualifier.

Full story, photos and perhaps results next week.

Indian Dunes MX

by John Grout

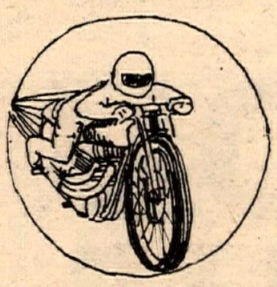
VALENCIA, CAL., May 11, 1973 — Contrary to the much verbalized pleadings that were contained in the popular song of a few years past, Billy brought his guns — actually a pair of high-velocity howitzers — to Reservations town tonight.

Billy Payne of Simi Valley, who was listed among the original "Maico Ma..ulers," blew through the park's front gate at approximately 6:00 o'clock PM. By midnight, he had conducted two unique and unscheduled schools for a large number of his fellow Experts. It required 42 full-bore heats to complete the entire caper. And Payne rattled to victories in five of those races.

Opening his first session in track-level education for the motocross buff, Professor Payne proceeded to larrup an astonishingly capable group of 250 Pros during two of three motos for the division. He dropped back to third in the final encounter, behind a hard-charging Ken Zahrt (Bul) and Maico mounted Jeff Vidic, but still had *mucho* points in the right slot for overall big pay.

In Open Expert competition, Payne grabbed all three heats, leading from gate to flag. Among those finishing behind him were Zahrt, Mike Todd (Mai), Jerry Beaman (CZ) and Russ Darnell on a Husky.

Some of the evening's wildest events were staged by a 20-rider crew of Experts on 125 machinery. The three motos were won, after much lead swapping, by three different contestants: Jim Hale (Pen), Danny LaPorte (Pen) and Steve Rawson, who was mounted on a Suzuki. None of them, however, became the overall victor of the division. Eddie "The Steady One" Cole, recording a 2-2-3 tabulation on the result sheets, was recipient of first place wampum at payoff window.



BULS SWEEP TRANS-AMA QUALIFIER

PORTLAND, ORE., May 11-12, 1973 — Tom Rapp led a Bultaco riders' sweep of the 250cc Trans-AMA Motocross qualifying round at West Delta Park Sunday. Rapp was followed closely by the rampaging Buls of Doug Grant (2nd), Kerry Fowler (3rd) and Ron Pomeroy (Jim's little brother) in fourth. Fifth place was Russell Powell (Hus).

The first local rider was 6th place man Bob Rush (Ric). Weather was miserably hot, in the high 90's for both days.

Saturday featured the first running of the Northwest AMA Amateur Championship Motocross series. Winners in class were: Mini—Jerry Pillar (Yam), 100cc—Tim Moss (Yam), 125 Jr.—Pat Emmons (Hod), 125 Sr.—Rick Burgett (Yam), 250 Jr.—Ernie Robison (Hon), 250 Sr.—Bob Read (Yam), 360 Jr.—Mark Ruple (Mai), and Open—Bert Noble (Yam).

Winner of the professional Open class races on Saturday was Bob Brown (Mai), 2nd Bill Cook (Mai).

Complete coverage and pictures next week.

Land Use Kills New Jersey Two-Day Qualifier

The ISDT two-day qualifying trial sponsored by the South Jersey Enduro Riders has been cancelled. The announcement was made by American Motorcycle Association Manager of Amateur Activities Jim Cagle.

The event, which was to be held July 7-8, was eliminated from the qualifier schedule because of problems in obtaining permission to use certain land areas on which the event was to be run.

Because of the lateness in the cancellation, no other qualifier will be substituted in the New Jersey event's place, Cagle said.

The remaining two-day qualifying events to be held are: Weston, Oregon, May 19-20; Sunland, California, June 23-24; and Laurelville, Ohio, June 30-July 1.

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Cycle News CALENDAR

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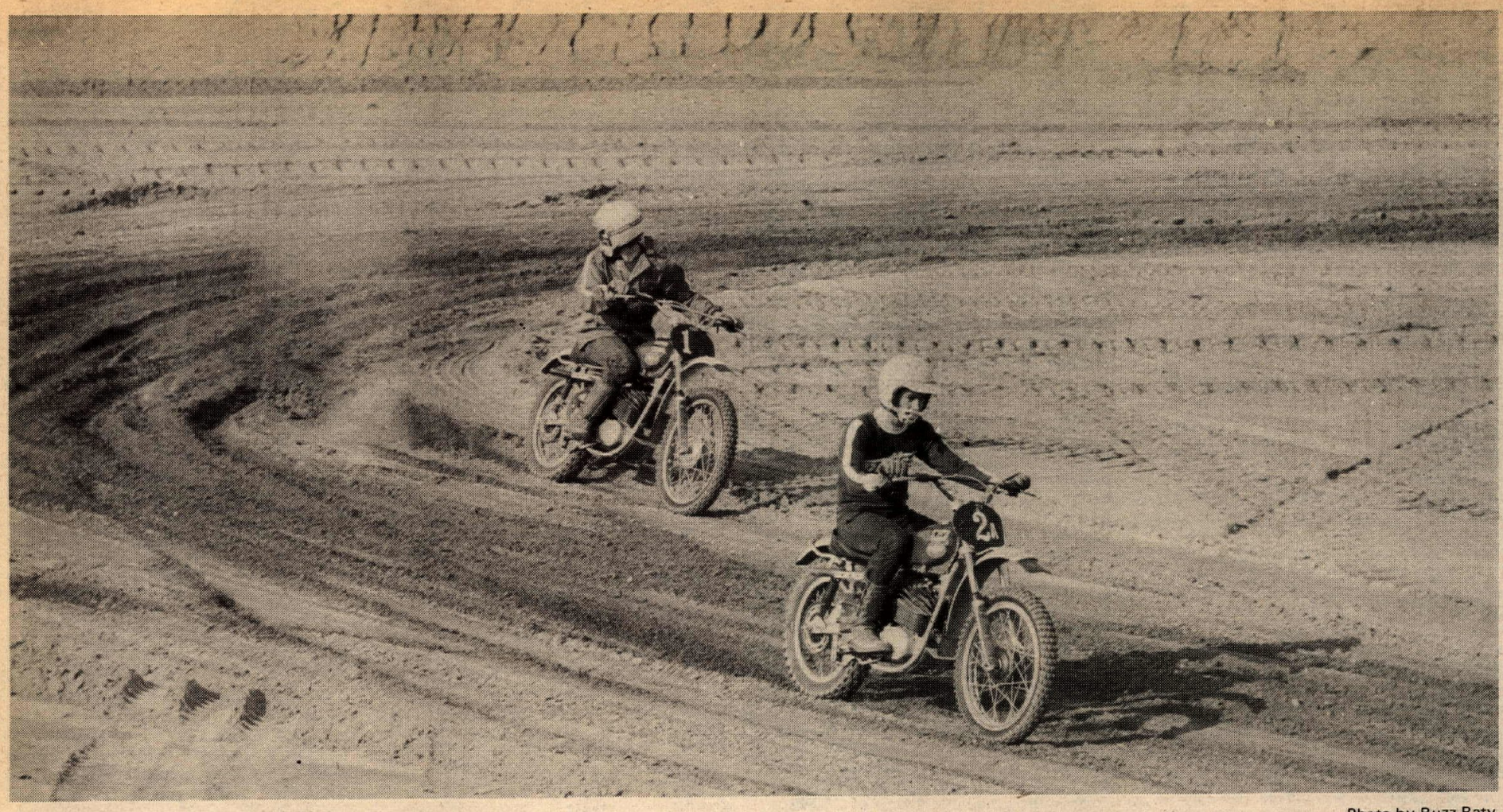

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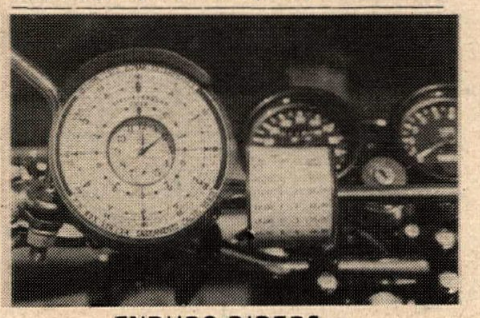

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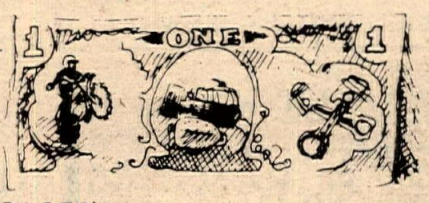

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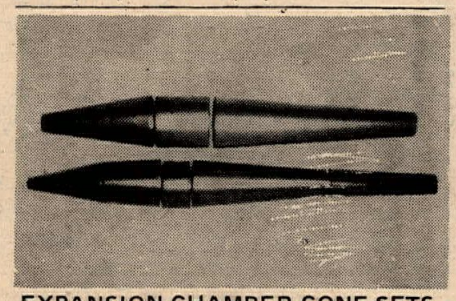

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Filtron, Akronts, extra sprockets, excel. condition — Must sell — sacr. $400.00. (714) 846-7187. (19)

1971 650 KAWASAKI, 4 stroke, excellent condition, many extras, $800.00. (714) 492-8658. (19)

'72 TM 400 SUZUKI. Plastic gas tank, K and N lowered frame, recent rebore, new chain and has a flywheel, $450.00. Call after 12 noon (213) 634-3325. (19)

CZ's
San Fernando Valley has a new dealer. Complete stock of 125's, 250's, 400's & new 250 Enduro. Complete inventory of parts. Horizons Unlimited, 22726 Ventura, Woodland Hills. (213) 340-2191. (19/3x)

"71" 100cc BULTACO SHERPA. Has everything ready to race, $295. (213) 372-7474. (19)

SUPER TRUMPET TRADE
650 Bonne. Semi Chopped, ridged struts, 8 inch ext. front end. Bored .060 over, super fast and clean — Trade for dirt bike + $. Lawndale (213) 542-2925. (19)

MOTORCYCLE SALES
Experienced in motorcycle sales to work part time. Sundays and evenings selling Suzukis, Pentons, CZ's, parts & accessories. Draw & commission basis — Horizons Unlimited, 22726 Ventura, Woodland Hills. (213) 340-2191. (19/2x)

RICKMAN MK-4 VICTOR. Clean, strong, $895.00. Trailer, 3 bike, $115. (213) 459-2221. (19/2x)

SL 125, excellent condition, only 400+ miles, will guarantee. (213) 597-5891. (19)

'71 SUZUKI TC90R
Excellent condition, 8 speed transmission, 2050 miles, K&N filter, knobbies, ORV license, $225.00. (213) 832-5041. (19)

SELL! TRADE!
'72 Yamaha 250 M.X., super clean, ridden little, taken care of a lot. $650.00 cash or trade for sano Penton or Bultaco 125 + cash. Ask for Mike Foster (213) 324-7670 or (work) (213) 542-6921, Ext. 38. (19)

TOO MUCH FOR ME
'70 125 Zundapp engine built entirely by E.C. Birt. Over $500 invested. Have all receipts. Will sell for $200 or trade for AT1 MX or CT1 engine. (714) 879-4119. (19)

1972 DT2 YAMAHA MX
250cc, Konis, Jones tank, ported, epoxy reeds, bars, all trick stuff done. Jones replica. $650. Must see to appreciate. (213) 773-1436. (19)

TRUCK FORD, 1960, mechanically sound, runs great, needs tires & paint, $375. (213) 670-6966. (19)

'72 250 HUSKY CR
Custom down sweeps make it really fast. Plastic tank & fenders, Arnacos, Diamond chain, Filtron, quick turn throttle, xlnt. condition, $850. (714) 879-8254. (19)

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Excellent condition, all extras, make offer. (213) 373-7609. (19)

'71 BULTACO 125 MOTO-X. 32mm Mikuni carb., ported with tuned pipe, Preston Pettys, and other extras. Excellent condition. See to appreciate, $400.00. (213) 332-2878. (19)

WANTED: Bultaco Astro barrel, head and carb. Call Wayne (213) 820-1908. (19)

LATE '70 HUSKY. Bought '71, new bottom and top end, 5" Curnutts, Mikuni, extra tank pipe carb., A&A fenders, Filtron, tools, sprockets. Will sell everything, $650. (805) 922-2473. (19)

'73 DKW HORNET
4 mo., new condition, plastic fenders, Telescopic forks, B-engine, hardly ridden, $700.00. (213) 763-1406. (19)

CZ 250 1972 A-1 LIKE NEW
Plastic tank, plastic fenders, Konis, Akronts, H.D. spokes, Honda fork seals, Filtron. Hardly ridden, plus all stock parts and tools. Just like new. (213) 645-4508. (19)

...1972 BULTACO 175cc
Nearly perfect. Desert, trail, track, play or race. Torque, fast, reliable, never broke. Used six months in desert. Shows excellent care. See and you'll buy. $600.00. (213) 257-5996. (19)

NOTICE Foothill Hawks!! Where are our finish pins from Jackass? Please mail to Fred & Bill Holcomb, 16808 Grand Ave. Bellflower, Ca.

BIGHORN COUNTRY
1970 Kaw. Bighorn, new frame, rebuilt engine, knobbies, fork brace, Petty fender, low mi. In storage for 1 yr. $600.00 or ? (213) 598-1182. (19)

...1966 BULTACO 175cc
Desert, trail ready, play bike, original and stock, never bored, little use. Surprisingly good condition for this vintage, $250.00. (213) 257-5996. (19)

'71 KAWASAKI 125 ENDURO, $300. '64 VW Camper Van with busted '69 engine, $100. Days (213) 685-9030 (ask for MacKinnon), (213) 438-1871 after six. (19)

1970 HUSQVARNA 400
Completely rebuilt engine, 5 dog trans., 2 pipes, 2 tanks, new tires, all tools and manuals. Looks and runs great, $800.00. Duane (213) 675-4867. (19)

NORTON FREAKS!
Dunstall 810 kit. Complete, never used, latest specifications. Retail $345. My price only $200. Eve. (213) 828-2708. (19/2x)

'71 SUZUKI 125 $375
Reliable MX or trail bike. Extras, 21 front knobbies, Pettys. (213) 340-4607. (19)

'71 YAMAHA MX
W/Enduro piston & cylinder, plastic fenders, tank, spark arrestor/silencer, green stickie, Mavricks, MX cylinder needs boring. $300 or offer. (213) 545-1742. (19)

'71½ SUZUKI 125 MX. Racing kit, 21" front, Koni, Trelleborgs and much more. Immaculate condition and very fast! $450. Days (213) 764-2230, eves. (213) 785-1681. (19)

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Original glass, new rubber, fresh engine. If a cherry Pursang is what you want, this is it. $625 or trade for dune buggy. (805) 252-4729. (19)

MAICO 400 RADIAL
Konis, Akronts, P. tank, many extras. Make offer. (805) 498-5816. (19)

1971½ SUZUKI 125 DUSTER
Excellent condition, Pettys, knobbies, desert pegs. Never raced, must sell, $375. Call Jeff (213) 348-8299. (19)

GIMME SHELTER
I'm a 1972 DT-2 Yamaha MX. My extras include a plastic (MX) tank, P.P. fenders, Filtron, bike stand, and more. I'm fast & clean, $650.00. (213) 396-0126. (19)

'72 CZ 400
Mikuni, plastic tank and fenders, Akront, Konis, new piston, extras, immaculate and fast, $850.00. (213) 396-0126. (19)

'71 GREEVES ANGLIAN TRIALS, excel. cond., $350.00. '68 HODAKA 100, like new, 400 miles, $200.00. (213) 342-5732. (19)

'70 125 YAMAHA Enduro, dirt, must sell, $300. (213) 861-6883. (19)

1972 STEENS-HODAKA, many extras, immaculate, $250.00 firm. Manhattan Sport Bike (213) 374-8451. (19)

1971 PUCH, ported, Mikuni, Akronts, extras, $295.00/offer. (213) 397-6489. (19)

INDIAN MINI
Wanted Mini-Mini Indian, used, in good shape. (213) 846-4694. (19)

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Newest but best stocked & equipped dealer in the San Fernando Valley. Large inventory of 100's — 125's & 175's. Horizon's Unlimited, 22726 Ventura, Woodland Hills (213) 340-2191. (19/3x)

'70 CZ 250 FIBERGLASS TANK, up & down pipe, new tires, lightweight fenders, Honda seals, Konis, Mikuni carb., Filtron — mechanically sound, runs great, 1st kick starter, $595. (213) 670-6966. (19)

YAMAHA 1970, 250 DIRT. Excellent condition with Pettys, chamber, Mikuni, registration and more. Very reliable, must sell due to upcoming operation. Sacrifice for $300. (213) 472-6227. (19)

"69" 360 MAICO. NEW TOP END, gear box, shocks, front fender, rear tire, O.R.V. sticker. Runs great, must sell, $450.00. After 2:30 (213) 728-5892. (19)

'70 YAMAHA 250 DT1
Real clean — reliable, ported, new pi cks, Filtron, new lower swing-arm. Set up for dirt. Must see, $495.00. (213) 884-4859. (1)

LATE '72 BULTACO Pursang 125, ported, Rahm fenders, new seals, like new, $600. (213) 796-6948. (19)

HARLEY-DAVIDSON SPRINT SALESMAN
Like to sell? Opening for enthusiastic Sprint lover. Salary, commissions plus other goodies. Call or write: Mr. Dick Hutchins, Harley-Davidson/Yamaha Los Angeles, 2531 South Main Street, Los Angeles, California 90007. (213) 749-6235. (19/4x)

LATE '70, 400cc HUSKY, engine rebuilt. Honda seals, 2 tanks, completely set for desert, many extras, $850. (714) 496-6336. (19/2x)

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Sell motorcycle action posters from the publishers of Cycle World magazine. Profitable mark-up, easy display in our special mailing package. Write on letterhead for details, discount schedule to: Products Division, Bond/Parkhurst Publications, P.O. Box 2280, Newport Beach, CA 92660. (19/4x)

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Hypoglacemia forces sale of my 1970 AJS 250. Extras, stored for past year, $525/offer. (213) 391-0711 Ex. 3508 days. (213) 399-5873 eves. (19)

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Experienced in H-D or Yamaha sales. Must have excellent references, salary, commissions plus vacations, hospitalizations, holidays, opportunity for the right man. Over 300 new units on the floor at all times. Write to: Mr. Dick Hutchins, Harley-Davidson/Yamaha Los Angeles, 2531 South Main Street, Los Angeles, California 90007. Your past history. Will call you for an appointment. (19/2x)

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Factory seconds fiberglass tanks. One year guarantee. Yamaha (desert) 3+ gal. capacity, (MX '73, 250 & 360 only). Bultaco (desert) 3.4 gal. capacity. Bultaco (Pursang) 2 gal. capacity. Universals 1.9 gal. capacity. Send check or M.O. to: BKG Products, 20530 Anza No. 231, Torrance, Calif. 90503. (213) 821-2518. 19/2x)

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BSA GOLD STAR
500 single, alloy tank, Lucas racing mag., Clubman cams, big valves, clean, must sell. (714) 495-4640. (19)

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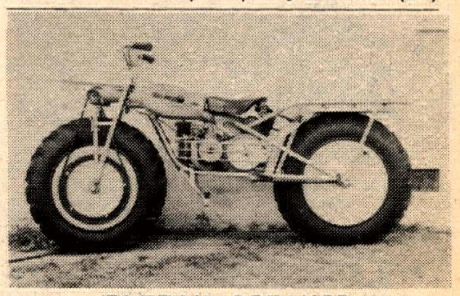
GLENN STOKOE
Happy 15th Birthday.
From Mom, Dad, Gary & Connie (19)



'71 TRAIL, BREAKER
2 wheel drive, extra stainless steel chains, tool kit. Will go where no other machine will and get you back. Will float, asking $550.00. (714) 546-3206. (19)

'73 TM-125 SUZUKI
OHR sticker, white fenders, (3) races on bike. I quit racing. $675.00. (714) 525-2163. (19)

'73 SUZUKI TM
Excellent condition, never raced, showroom new, $800.00. (714) 523-0323 Mike. (19)

'71½ KAWASAKI 250 F8, $475.00. SUPER clean, Curnutts, Webco fork kit, Hooker, racing valve, mud pegs, 350x19 knobby, full bore chain, extra sprockets, shifting kit, and more!! Street legal. Call (213) 833-5817. (19)

BULTACO — '72, ALPINA 250 plus extra Matador barrel head & 32mm carb. Petty fender, quick throttle, $750. (408) 259-1083. (19)

1972 BULTACO PURSANG 125
Mikuni, Pettys, Filtron, OHV sticker, new padded seat, desert & MX tanks. Bought new 250 must sell this weekend, $550.00. (714) 557-1497. (19)

1972 STEENS HODAKA 100cc. P.P. fenders, desert pegs, Springer forks, off road license, good condition, like new, $315. (213) 645-8040. (19)

HUSKY M.I. NEW Nov. '71 by 40 year old week-end rider. Excellent condition, lowest price in paper should sell mine first, so $650.00. Remember low price due to rush, not condition. (714) 538-7845. (19)

'71 YAMAHA 90
Exellent condition and extras. Two pipes, 5 speed — oil injection, Petty front. Two plug head, knobby rear — trials front. $265.00. (213) 837-1931. (19)

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'72, excellent condition, super fast, won many races, $400. (805) 492-1291. (19)

1970 MAICO 400, rebuilt engine, Mikuni, extras, $595. (213) 425-8211. (19)

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New 125cc Combat Wombats in stock.
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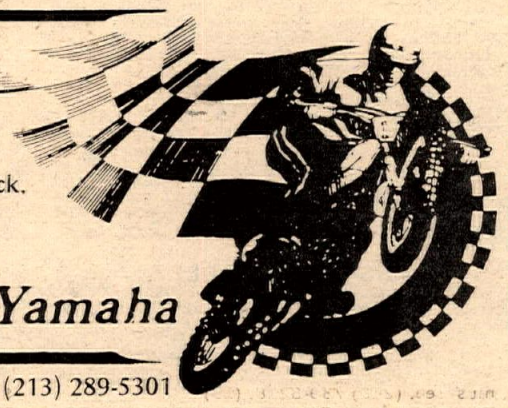

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Flat tracker — 750cc, Redline frame, Cerianis front, Konis rear, Sifton 390 cam, all head & engine work done by Jack Hately. TT — 650cc, Hindall frame, Barnes rear wheel & brake, Ceriani front, Girling rear, A.R.D. magneto, H&C cams, head work by Gary Bray, $1500.00 for Flat tracker, $1000 for TT rig. See bikes Friday nights at Ascot or call (805) 483-9404. (19/2x)

TRADE
1973 Yamaha, 175cc Enduro. Ex. cond., complete. Would like to trade payments for Yamaha 350 or 250 street, 1973. Call Mike after 5:30. (213) 435-1764. Still under warranty. Looking for caller who called Tues. eve., 5/8/73. Please call again. (TFN)

EXPERIENCED PARTSMAN WANTED
Hollyweird area, if interested call (213) 466-3404 ask for Bob. (19)

TRICK
New Trick Alloy Rims. Weigh 20% less than Akront. Strong! Designed to collect no mud. Husky rear and Bultaco Conical hub, $25.00. Dealers Wanted. Malcolm Smith Racing, 2758 Main Street, Riverside, California. (714) 686-1006. (19/4x)

MECHANIC. Honda experience. Leave the rat race, move to high mountains and clear skies. Silver City, New Mexico. (505) 388-4298. (19/4x)

DEALERS LOOK AT THIS
Honda agency for sale. Smog free north coast. Only 10,000 population but still grosses $300,000.00. No other bike shops in town. Easy down and let it pay for itself. Must show at least $100,000.00 financial statement to qualify. Write to Cycle News, P.O. Box 498 HA, Long Beach, CA. 90801. (19/8x)

MONARK
Now at DIRT BIKE WEST. Take advantage of our introductory price & $50.00 winner payback. Order now and $ave. GS & GP models available. 7139 Canoga Avenue, Canoga Park, CA. (213) 340-6521. (19)

'70 OSSA STILETTO
New top & bottom end — shop manual, tools, etc. Must sell — goin' to Oregon. $450 takes all. (213) 866-6368. (19)

WANTED!
Wanted in good, stock condition a Honda CL-77 or 72. Call (213) 326-8439 after 5:30 weekdays. (19)

CHANTLAND TRIUMPH — $1950
1970 Triumph Bonneville with Chantland 750cc kit. Norris cams and valve train with special head work. Entire machine hand built from the ground up by Jim Drinker. Custom paint by Jim Reagan. If you are looking for a fast, reliable, custom Triumph show machine in immaculate condition — this is your motorcycle. 1600 miles. CALL: ROBIN (213) 639-7880 days or (714) 847-7276 after 6 p.m. and weekends. (19)

'72½ BULTACO 125
Excellent condition, must see, $600. Extras — new bore. (213) 834-1427. (19)

1972 YAMAHA 250 MX $675
Excellent condition. (213) 289-8046 after 6 p.m. (19)

$25 REWARD
For information leading to recovery of 1969 Penton. Easily identified, gray with gray gas tank. I.D. No. V994. (213) 837-6390. (19)

400 CZ
Very fast and dependable. New paint, plastic tank and fender, Akront rim, alloy bars, unbreakable levers, Filtron, folding pegs, 36mm Mikuni, Honda fork seals, special tools, $800. (714) 686-7069. (19)

'73 YAMAHA 360 MX, $985.00. BSA '64, 350cc, reliable, $275.00. Sachs '71, 100cc, fast, $350.00. Call (714) 543-5739. (19)

SACRIFICE '69 BULTACO PURSANG basket case. Needs new upper end, clean otherwise, good electrical. New primary chain and clutch plates. $275 or make offer. (213) 675-5403. (19)

MITCH MAYES' 400 HUSKY
1971 Model, 4 speed, cut frame, excellent condition. See at Tracy's Shop, Burbank or call (213) 943-0926. (19)

1970¾ HUSKY 400
Desert, many extras, carefully maintained, 3 gal. alum. tank, 32mm Bing & 34mm Mikuni. $750.00 or best offer. (213) 665-8655. (19)

'70 HUSKY 250
Excellent desert bike. 1" ext. arm, Suzuki seals, Filtron, Curnutts, skid plate, service manual, $695.00. (213) 734-6572. (19)

400 SUZUKI — CLEAN, maintained, reliable — Torque w/silencer, Curnutts, lowered, Maguras, Diamond, skid plate, 4.50, plastic fenders & custom airbox w/Filtron — $600 or best. Days (213) 553-3691, eves. (213) 349-1904. (19)

LIKE NEW HODAKA ACE 100
Reed valve, ported and bored. New 24mm Mikuni carb., chamber, large air cleaner, front Petty, fork brace, new back knobby, dependable. After 3:00 (714) 527-3486. $300.00. (19)

1968 HODAKA 90 — $155. (213) 838-7416. (19)

'72 PURSANG 125
Excellent condition. New: Wiseco 1 ring piston and bore, Diamond primary chain, engine seals. 36mm Amal carb., ported, plastic fenders, 62 th. sprocket, many extras. Call Chris (213) 654-2423. (19)

'72 HUSKY 450WR '72 BUL 350
Private party, '72 Husky WR w/motoplat, stored months, $1150. Also '72, 350 Bul, $850. Both perfect. Wkdays, work (213) 277-4556, home (213) 837-2673. See both at Valerian's Two Cycle City. (19)

BOYD & STELLINGS FRAME
Just completed, raced once, 125 DKW engine by Daley, Yamaha front hub, Husky rear, Cross 4 Akronts, 175 lbs. Very fast — adjustable W.B. & fork rake. Must sell, $1600 invested, sell $975.00. (213) 340-8292. (19)

'71 KAWASAKI 500, good condition, fast. Call (213) 923-4049 or 861-7158. (19)

MECHANIC WANTED
Must have experience on both two & four strokes, have own tools. Modern shop, pay equal to your ability, company benefits. Contact Rob Muzzy, Fred's Cycle Specialties, 1915 S.E. 3rd St., Corvallis, Ore. 97330. (503) 752-1848. (19/2x)

'71 YAMAHA 175 Enduro like new, $400.00. '71 HONDA Trail '70, $200.00. (213) 326-2449. (19/2x)

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Perfect condition, hardly ridden. The ultimate in trials. (714) 427-8204. (19)

'70 SUZUKI TS90, excellent condition, $225. (213) 439-8595. (19/2x)

'70 FORD E300
V8, factory air, Van De Camper conversion inside. Tach, mag wheels and Headman headers with side pipes. After 6:00 p.m. evenings (213) 396-6321. $3495.00. (19)

BLOOD NEEDED
Don Woods of Lakewood, x-member of Jackrabbits M.C. was badly injured on his motorcycle. He needs blood donors, any type blood will do. Please go to any Blood Bank or Red Cross that will transfer the blood to San Bernardino County General Hospital. Please donate the blood under the name of Donald J. Woods. (19)

'72-11/12 MICK ANDREWS REPLICA
Ossa 250, guaranteed like new, ridden 6 times, many extras, $750.00/offer. (714) 846-6150. (19)

1972½ OSSA MAR TRIALS
Never ridden, showroom new, private party, OHV, $750 or best offer. P.M.'s & weekend — keep trying (213) 473-0079. (19)

MIROSLAV HALM!
wishes he had a Husky...you can...Yes a 1972 250 CR Husqvarna. Race ported, but never raced, in xlnt. cond. Come to 13154 Tripoli Ave., Sylmar, Calif. Call first (213) 361-6718 — ask for Sam after 3 p.m. (19)

'70 SUZUKI 90
21", Bassani pipe, pegs, fenders, 8 speeds, street stuff, $275. (213) 454-3106. (19)

'72 CZ 250
Bought In Jan., never raced, Konis, ¼ throttle, Mikuni, back Akront, Femsa ign., Filtron, $825.00. Ask for Lee (213) 545-7684. (19)

DKW DESERT SLED
Late alum. barrel engine — Koba shift kit, Curnutts, Akront rims, Filtron, etc. Race ready, $400.00/offer. (714) 831-0989. (19)

'73 YAMAHA 125 MX
Excellent condition, plastic tank, good tires, $500.00 or take over payments. 5914 Hudson St., Pedley, Riverside, Ca. 92509. (714) 685-5661. (19)

HONDA '71½ CT TRAIL 90
Excellent condition, low mileage, good deal, $225. Call (213) 826-0745. (19)

HUSKY SUPER CLEAN
1972 400cc, 5 speed, excellent condition, down pipe, lots of extras, $1,050.00. Phone (415) 754-0239 after 5:30 weekday, all day Sat. & Sun. (19)

1969 GREEVES 250
Short stroke Challenger — new piston, rear tire, good cond. $300.00 or trade for Yamaha 250. (213) 355-6463. (19)

YAMAHA ROADRACER FOR SALE
1970 model 350cc, fair condition, some spare parts. (714) 493-6337. (19)

'72 SUZUKI TM-250J
Petty fenders, Uni levers, Koni shocks. Fast and very reliable, $625. Also Bell Star, size 7½, $30 or trade for Super Magnum in good condition. (714) 894-6516. (19)

'70 YAMAHA 125 MX
Plastic fenders, Filtron, 30mm Mikuni, 21" Akront, off road licensed, extra knobby, clean, reliable, $350. (714) 544-2318. (19)

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Montesa Short-tracker, 250cc, fair condition. Good Novice ride, $250. (714) 492-1995. (19)

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'68 Triumph Bonneville, new top end .050" over, cherry, $750. (213) 863-9761. (19)

'72 CZ 250
Konis, Akront, plastic tank, pipe, Mikuni, faster than the Honda Elsinore, well cared for, and very reliable, $790. (805) 642-4014. (19)

YAMAHA DT1 250 1971
Good condition, new top end, rear tire, and chain. Must sell. Many extras, never raced, $495.00. Call Mike (213) 941-8249. (19)

1971 400cc SUZUKI, mint condition, new top end, extras. (714) 745-2540. (19)

'72 250 DT2 YAMAHA MX
Excellent condition, Konis, Soundmaster silencer, six months old, $625. In Garden Grove (714) 636-1333. (19)

MUST SELL, LEAVING STATE — 1969 HODAKA with 1972 Rat engine, used little — new plastic fenders, seals, ORV, bash plate, extras. $250/offer — Slash X, Barstow (714) 256-3677. (19/2x)

BAJA OR HODAKA
1971 Baja — ported, Turner pipe, Rickman front end, Curnutts, excellent condition. Best offer. 1970 Hodaka — desert ready, 19" front wheel, Filtron, pipe, new rims, etc. $290. (213) 287-2448. (19)

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OSSA'S
All 5 models priced right. Crown Valley Suzuki, 27601 Forbes Rd., Laguna Niguel. (714) 831-1621. (19)

EXPANDING NEED MECHANICS
Experienced only with general background. Please send resume. Checkpoint Cycles, 40 So. Wells, Reno, Nevada 89502. (702) 322-3889. (19/2x)

'73 CZ PARTS
New 5 sp. CZ frame, forks, front wheel, tank, shocks, bars. Wkdays, work (213) 277-4556, home (213) 837-2673. (19)

FAMILY MOTORCYCLE SALE
'72 Yamaha 360 MX, $625.00. '72 Yamaha 250 MX, $625.00. '71 Montesa 360 DS, $400.00. Excellent condition — properly maintained and with extra parts. (714) 493-6383. (19/2x)

1973 HUSKY 450 WR
Desert ready, Filtron, skid plate, 350x21 and tools. 10 hrs. on bike. Must sell due to injury, $1200.00. (714) 987-1233. (19/2x)

1972 RADIAL MAICO 400 MX
Xlnt. condition, MX pegs, alum. head, brace, RS pipe, alum. brake pedal, 350 front tire, new rear tire. Sacrifice $975.00 or offer. (213) 355-6463. (19)

1972 SUZUKI 400cc MX. Lowered frame, extended swing arm, Curnutt shocks, new 450 knobby, 3 gal. plastic tank, Filtron, much more, $600.00. (213) 370-9384. (19)

EXPERT BEEZEENTHUSIAST
Wanted to help complete, for financial consideration, assembly of reworked A-10. (213) 325-6615. (19)

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NEW '72 YAMAHA 360 MX
Completely stock, $850.00. Showroom condition, can arrange financing. (213) 949-5571. (19)

WANTED — 2 Suzuki RV-90's and Honda Mini 50. (714) 524-7654. (19)

1970 BULTACO PURSANG, new engine, have receipts, $450.00. (714) 628-4004. (19)

FOR SALE
'70 360 MX Yamaha not running, trick parts. $300.00 or best offer. (213) 869-7875 after 6 p.m. (19)

'72 175cc PURSANG
Loaded with extras — like new. Sacrifice $650. (213) 887-0372. (19)

'72 PENTON 175cc
6 Day Bike, excellent condition, $825 — or best offer. (213) 887-0372. (19)

AJS STORMER
'71 250cc, race ready, new knobby & bars. Must sell, $550 or make offer. (714) 533-6494. (19)

1970 MINI ENDURO $135. Yamaha Mini-Enduro, good condition, expansion chamber, shocks. (213) 378-7207. (19)

'72 SUPER RAT
Koni shock, swing arm extension, fork kit, ported, Reed valve, down pipe, Petty fenders, plastic tank, Filtron, MX pegs — max. used only 20 hrs. Price $495.00. Jim Simonson, 18522 Pacific Coast Hwy., Malibu, Ca. 90265.

1972 SUZUKI 250J. K&G lowered frame. Ported, new piston, Konis, Hallman bars, plastic tank, levers, fenders, extras. Well maintained, light, fast, reliable, $650. Deliver. (805) 967-8817. (19)

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'72¾ SUZUKI TM250 CHAMPION
Less than 20 hours cowtrailing. Immaculate and mech. perfect. CDI, Cerianis, Konis, Akronts, Filtron, flywheel, Circle sprocket, Graham skid, cost $1100. Firm $700. (213) 888-1876. (19)

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1972, 360 MX, perfect cond., 2 aluminum tanks 1.8 & 3.0, 38 Mikuni, Konis, dual coil ignition, still air box, skid plates, many spare parts. (714) 642-4147. (19)

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$500 invested in rebuild of engine & bike, many extras, $795. (714) 642-5181. (19)

'71 PIONEER 250 $450
5-speed, licensed, VDO speedo, clean. (714) 737-6916. (19)

1971 HUSQVARNA 360 Enduro, 8 spd., excellent, $775. (213) 541-3675. (19)

'72½ PENTON 125 MX
Shifter kit, Diamond chain, Preston Pettys F&R, Filtron, mint cond., $725. Call after 6 (213) 652-6366. (19)

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'70 CZ 360, extras, spares, tools, like new, $600. (213) 834-5866. (19)

'72 PENTON SIX SPEED 125
Pettys, K&N bars, Filtron, pipe with stinger, fresh engine, all work by Mettco, $650.00. (213) 328-9448. (19)

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Bike and engine have recently been completely rebuilt. Very fast, desert ready. Must see to appreciate, $375.00. (213) 339-9578. (19)

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Ported, plastic tank, Pettys, Filtron, Suzuki 90 pipe, Diamond chain, xlnt. cond. Bought 11/15/72, $795.00. (213) 761-3135. (19)

'73 YAMAHA 360 MX $950
2 months old, one fall that's all. Also 3 rail trailer, $175.00. Ramp, gas tank, giving up. (714) 968-5694. (19)

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"73", 5 tanks of gas ran through it. Moving forces sale. Asking $875.00 or best offer. (714) 753-8160. (19)

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Fast, clean and reliable and extras. Asking $400.00. (213) 291-3682. (19)

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'70 Rickman Triumph 500, rebuilt engine & trans., big tank, new tires, reliable, over $1,100 invested. Sacrifice $500. Buying new van, must sell now. Call Craig (714) 532-5046 or 838-2103. (19)

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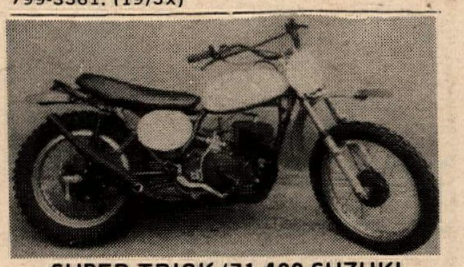

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K&G frame work, plastic tank, Konis, X3 rear hub, ported, flywheel, Hooker, Filtron, 3.50 & 4.50 Cheng Shin, Uni levers, alloy sprocket, O.R.V. license, $550.00. (213) 442-7252.

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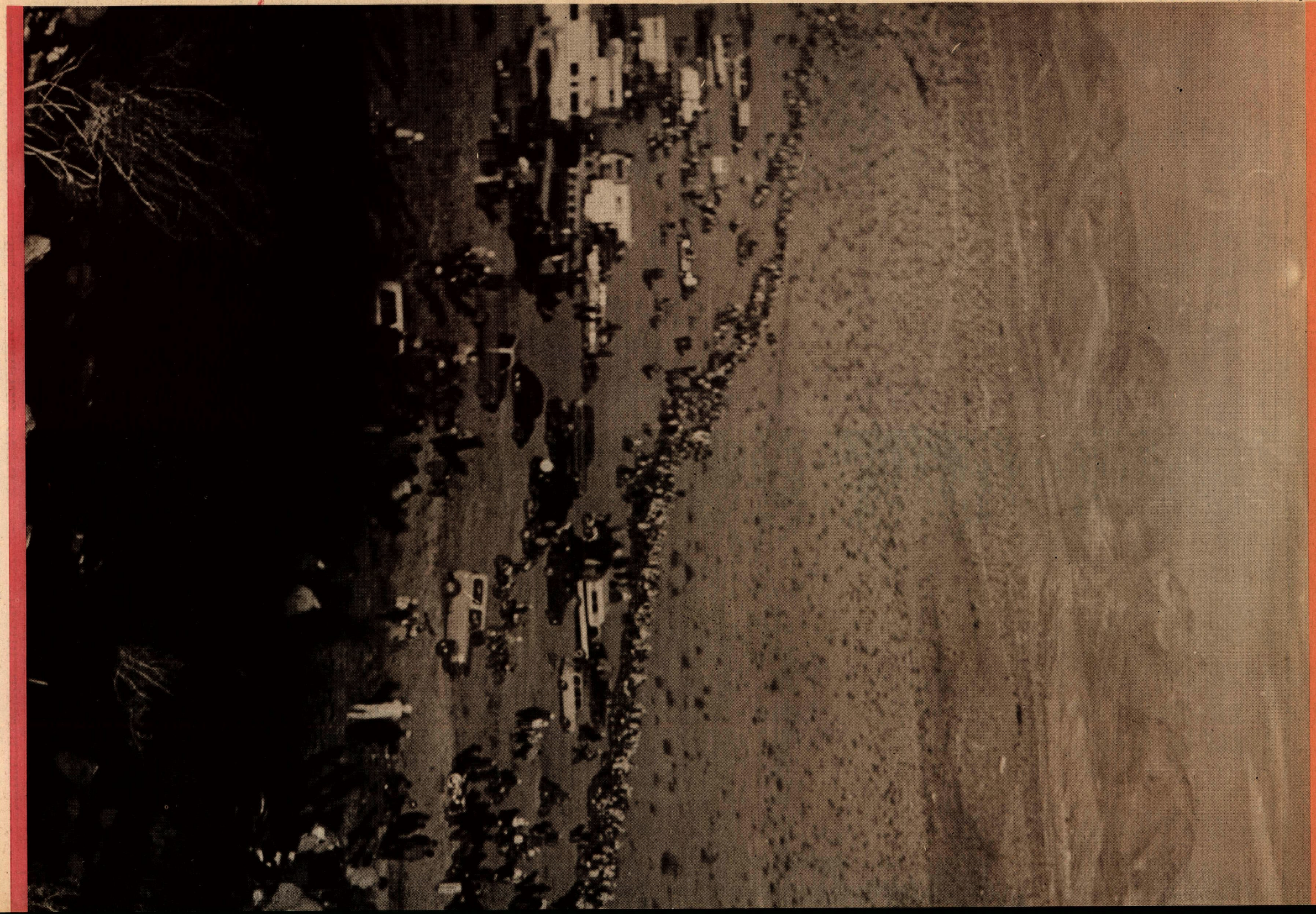
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